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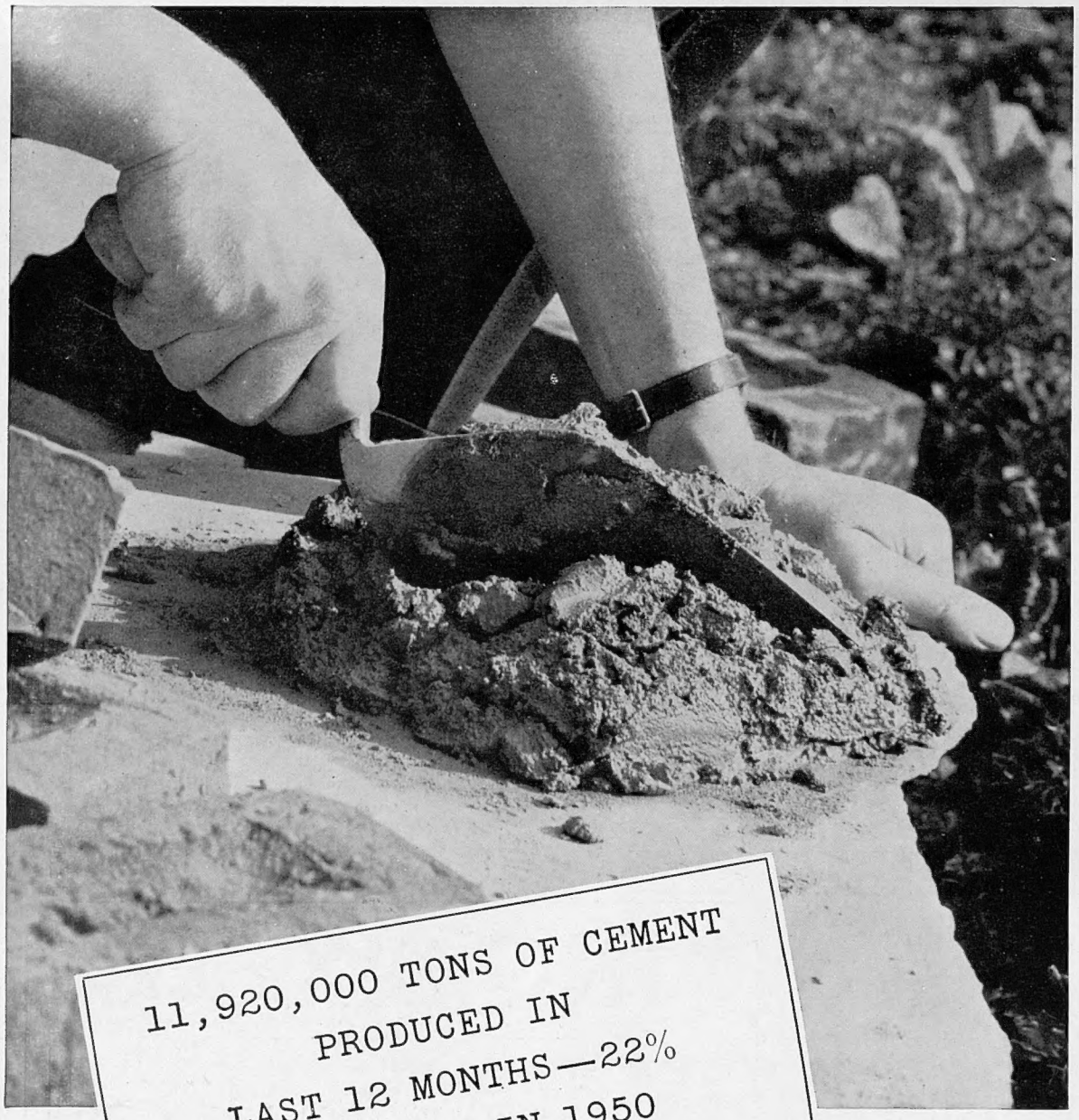

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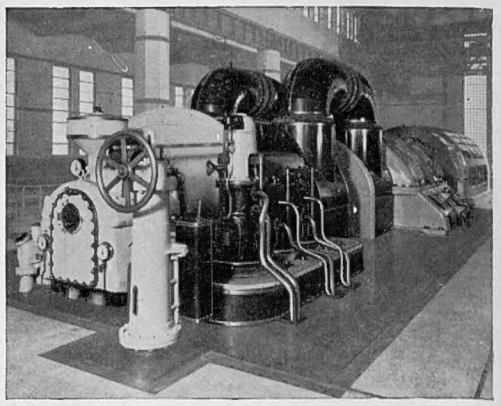
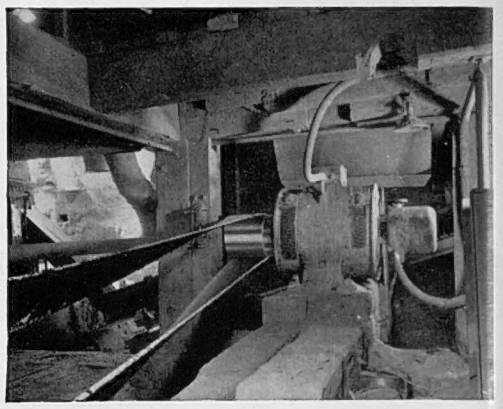


POWER FOR INDUSTRY. *This 60,000-h.p. steam turbine generating set is one of six supplied by* ENGLISH ELECTRIC *to Whitebirk Power Station in Blackburn, which provides power for Lancashire industries.*



POWER IN INDUSTRY. *An* ENGLISH ELECTRIC *85-h.p. screen-protected motor drives a Kennedy crushing machine in the Groby Granite Quarries.* ENGLISH ELECTRIC *motors are used to drive machinery in a great variety of industries in Britain and all over the world.*

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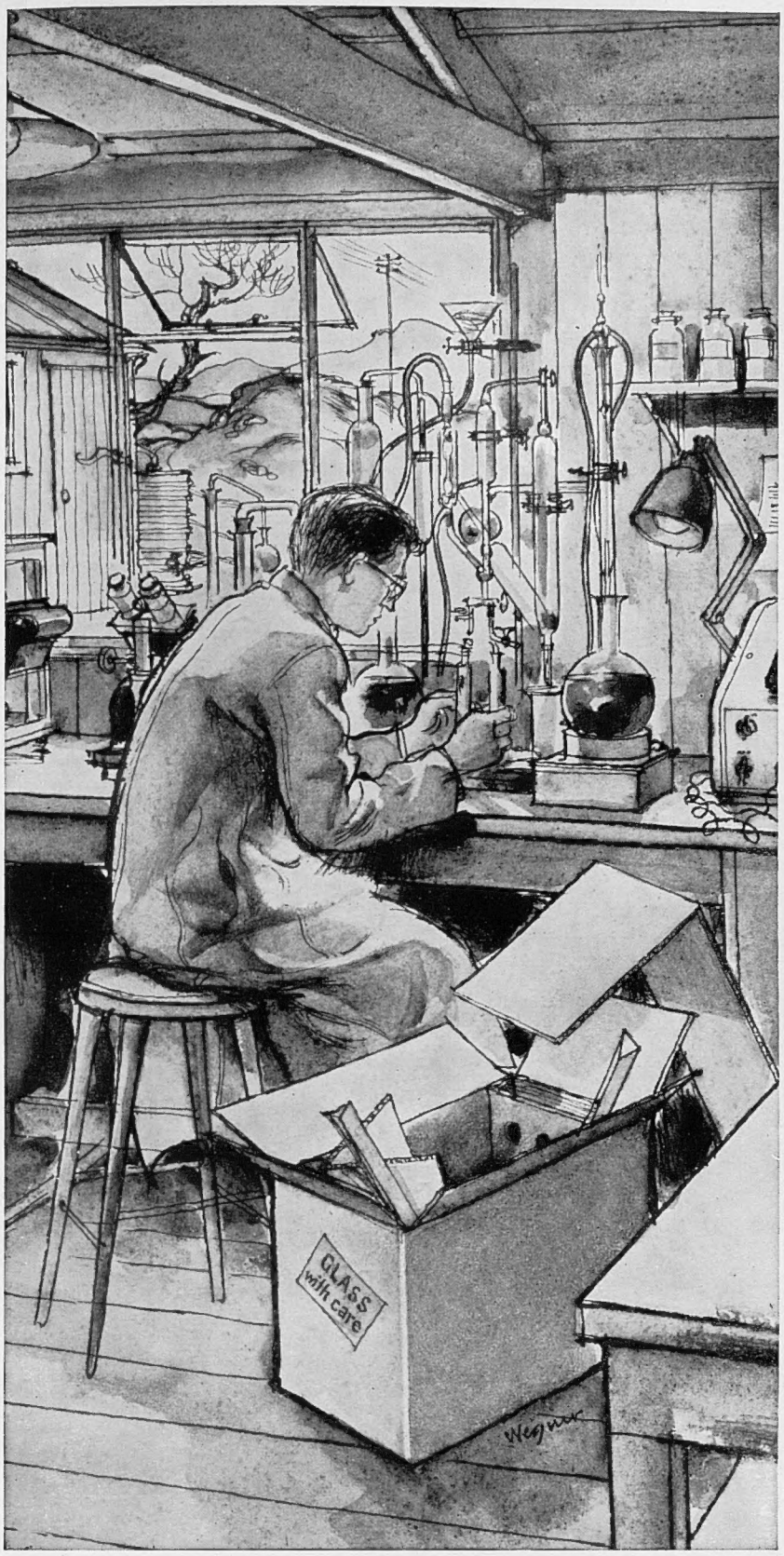

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The professor has a theory. If he's right a life may be saved. But to complete his experiments he requires a delicate piece of apparatus. Now it has arrived, after a hundred and twenty mile journey by road and rail. And what's more important, it's entire and whole and perfect—thanks to British packaging.

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144 *ANOTHER OF NESTLÉ'S GOOD THINGS*

Volume CCXXIII No. 2903

The SPHERE, London, October 1, 1955

The SPHERE

with which is incorporated THE GRAPHIC

A STRONGER HAND IN CYPRUS—FIELD MARSHAL SIR JOHN HARDING, WHO HAS BEEN APPOINTED GOVERNOR AND COMMANDER-IN-CHIEF OF THE COLONY: In view of the deteriorating situation in Cyprus, Sir John Harding, who has been Chief of the Imperial General Staff since 1952, has been released from his duties at the War Office a few weeks earlier than expected so that he can take up his new appointment in the island almost immediately.

Since the breakdown of the London talks on Cyprus earlier last month the British authorities in the island have had to face increasingly militant opposition from subversive organisations there. Although strong military reinforcements were sent to Cyprus, it was apparent that the lack of a unified military command was hampering their activities against terrorists. The burning of the British Institute in Nicosia a fortnight ago was an example of what could happen if the large forces available were not properly deployed. Some criticism for this humiliating incident was at the time levelled at the Governor, Sir Robert Armitage. The appointment of his successor, Field Marshal Sir John Harding, reflects the importance that is being attached to Cyprus as a military base. It is considered essential to maintain law and order with a firm hand and to have, on the spot, a man of such wide military experience that he can deal effectively with the tactical problems which the disturbances in Cyprus pose for the N.A.T.O. forces in the Eastern Mediterranean. Sir John Harding, who is fifty-nine, achieved considerable success in dealing with the complex political and military problems which faced him as Commander-in-Chief in Trieste after the war. (Pictures of the Commandos in action in Cyprus appear on page 27.)

Postage—Inland, 2d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

MOURNING A NEWSPAPER PERSONALITY

THE FAMILY MOURNERS AT THE FUNERAL OF THE LATE MR. W. C. NISBETT : Seen arriving for the funeral service at St. Dunstan's Church, Cheam, Surrey, are (foreground), Mr. and Mrs. Roy Wright (son-in-law and daughter). They are followed by Mr. Nisbett's grandson, Jim, and Mrs. K. Nisbett (daughter-in-law). The funeral service was conducted by Canon W. S. Hayman, Rector of Cheam, who also took the committal at Sutton and Cheam Cemetery. Among the many wreaths were those from the chairman and directors of Illustrated Newspapers Ltd., and the staff of Ingram House.

REPRESENTATIVES FROM INGRAM HOUSE, AT THE FUNERAL : From left are Mr. J. Heitner (representing Major H. Davenport Price, M.C. (chairman of Illustrated Newspapers Ltd.), Mr. A. E. Bridges Webb ; Mrs. Betty Kenward ; Mr. Angus C. S. Irwin (representing Sir John and Lady Ellerman) and Mrs. Hugh Ingram (representing Sir Bruce S. Ingram)

PERSONALITIES OF FLEET STREET WHO WERE ASSOCIATED WITH MR. NISBETT : They were among the many representatives of the newspaper world who attended the funeral.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2. The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £5 16*s.* 6*d.* ; 6 *months and Christmas Number,* £3 ; 6 *months without Christmas Number,* £2 16*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.*, £2 19*s. and* £2 15*s.* ; *and for elsewhere Overseas* £5 18*s.* 6*d.*, £3 1*s.* 3*d. and* £2 17*s.* 6*d. Terms include postage.*

A London Newsletter

195–198, STRAND, W.C.2.

Dictator's Way.—Perón was, of course, a constitutionally-appointed President, but he went the dictator's way. The way of dictators is always rough going. Perón had a good run for his money, and now at last (or *pro tem.*) he seems to have taken the way out. The usual military Junta, a triumvirate of generals, negotiated a truce of a sort, greatly helped by downpours of rain, with the victorious rebel leaders on the rebel flagship, with its guns trained on the oil installations at La Plata. It takes more than the training of a "Foreign Office spokesman" to make clear the prime causes of a *coup d'état* in Latin-America and to identify the "loyalists" and the "liberators" and the heads of the various private armies. Perón, with the help of Eva Perón, made great changes in Argentina. The factory hands and the Unions gained immense benefits from them. The landowners, the bigger business interests, the old Radical and Conservative parties were alienated and repressed. Then he attacked the Roman Catholic Church, always a dangerous enemy, and perhaps Eva would have restrained him. After that, he sat on a powder keg, kept in power, blowing hot and cold, only by the "workers." This last revolt was probably against a growing dictatorship powered by demagogy and the mob, rather than inspired by party or religious interests. The military triumvirate would probably find it hard to define their alternative to Peronismo, if the rebels gave them an opportunity. The latest news before going to press suggests that calm is restored in Argentina. The junta has surrendered to General Lonardi, leader of the "liberation" forces, who has been installed as provisional President. The ex-President is said to have been confirmed in his asylum aboard the Paraguayan gunboat awaiting clearance, and while bands of his followers and opponents still roam the streets and do a little mild sacking, effigies and street-names in his honour are being taken down and trade and commerce raise their heads again. It may be that Perón will yet stage a revival,

"The Times" and the Labour Party.—That great organ, *The Times*, puts country first and party politics last. A frank and impartial critic of what is wrong and of evil report in all parties and sections of society, sometimes (it seems to me) it carries its impartiality so far that its more conservative readers wonder whether it has toppled over on the Left side of the fence. Such an unworthy suspicion might have been created by its "leader" on the Labour Party's Annual Report, which it described as dismal reading for all who realise the need in Britain for a strong and able Opposition fit to assume office and carry on an alternative Government. The leader-writer made clear that it must be done, and furnished suggestions how it should and can be done. The fall in full-time agents must be checked and the best men for the job must be paid higher salaries. The youth organisations must be recruited and there must be an end to quarrels and divisions in the Party leadership in and outside Parliament. The picture of an ageing, divided Party must be touched-up to attract youth and enthusiasm. If the Party can still attract 46 per cent. of the electorate, it can and must do better. For the Conservative Government has gained its appeal merely by good luck and the release of some tiresome austerities. The revival of the Labour Party is largely a question of funds. The question of Party leadership may be difficult soon enough. The choice may be Right—or Left. In either case, the Party policy must be designed to attract that further 10 per cent. or more of the electorate which does *not* agree that the Labour Party's rise to greatness and dominion was due to cruel injustices, *all* of which have now been put right. On the contrary, it believes there are still an army of capitalists to be soaked, a great share of national cake to be divided up, a vast amount of economic salvation to be won by further nationalisation and regimentation, and that new Socialist theorists at the Foreign Office, Colonial Office and Treasury can produce results in relieving world tension and our economic position of which Conservative statesmen are quite incapable. Naturally, all the devoted readers of *The Times* cannot agree that the wealth and welfare of the nation demands such an alternative Government, and they may well wish that Jupiter had devoted more attention to formulating a new song for the Party than to the means to reinstate the old singer.

The Paper it is Written on.—The White Paper on the Maclean–Burgess "incident" did not in the public view bear out Mr. Macmillan's glowing tribute to the efficiency of the whole Foreign Office staff. It was held not to be worth the paper it was written on. Smug, self-righteous, donnish, it comes too late by years and tells us nothing new except that just before the men fled Burgess had been invited to resign for other reasons and Mr. Morrison (then Foreign Secretary) had agreed to the "questioning" of Maclean and that that questioning was postponed for counter-espionage reasons. That Maclean was under suspicion before his flight squares oddly with the statement made by Lord Reading in the Lords on October 28, 1952, that "Maclean performed his duties satisfactorily up to the date of his disappearance." Here are all the ingredients of Crichel Down ; responsible Ministers led down the garden path by permanent officials, or kept in ignorance of facts. For "reticence in public utterances by Ministers" would hardly cover such *suppressio veri* in the public interest. Then again, Petrov, whose disclosures brought about the publication of the White Paper, is in it whitewashed. A year ago the Foreign Office treated his evidence "with reserve." To-day it accepts that evidence but does not confirm it in the case of Burgess. If Burgess was under surveillance in the weeks before his flight, his watchers were easy, tolerant men. In short, the White Paper is a stupid and disquieting document and, but for one fact, might easily raise a storm in Parliament and bring heads to the block. The saving fact is that it can hardly be made a Party question, for during some of the relevant period a Socialist Minister was "having a stab" at the conduct of our foreign affairs.

Southport in Retrospect.—Looking back on the recent T.U. Congress at Southport, the general opinion must have been of surprised relief. The General Council showed heads still screwed on the right way, a strong sense of the nation's difficulties and clear proof that in conference, at any rate, its authority and discipline can still direct. Where discipline and common sense falter and fail is lower down and locally, among unreasoning minorities easily swayed by the nearest and loudest voice. No doubt the Conference tried to do too much. The last debates and motions were on subjects of great importance, which were hurried through or hastily agreed to, and they left the impression of mere gesture. One of the last is a fair example. On Colonial Affairs there was Left-Wing criticism of the Government's policy in Cyprus, Kenya and Guiana, from which emerged no constructive alternatives, and a motion calling for "immediate steps to develop resources and establish balanced economies [how the jargon catches on] in the Colonies so that the native people—however welcome here—need not leave home," was quickly accepted. It 's a big subject ; it cannot be a "short-term" policy. The Government has it in mind ; indeed, has announced it often in the past. If the steps to implement it could be immediate, the goal would not be reached in a year or so. Meanwhile "the hungry sheep look up and are not fed," either here or at home. In such sketchy debates and hasty motions there is a suggestion of the school debating society, unworthy of a weighty assembly, of the bones of our economic structure. Looking ahead to the Labour Party's Annual Conference at Margate, some resolutions and amendments among many to be debated offer the same suggestion of light-heartedness such as the ending of the partition of Ireland, which the Northern Ireland Labour Party has met half way with an invitation to British Labour Party leaders to come and see for themselves what Ulster is.

Martino and Adenauer Pay Calls.—The recent private visit to Britain of the Italian Foreign Minister, Signor Martino, enabled him to "exchange views with Mr. Macmillan on a wide range of subjects" (again the jargon is inevitable) "on which common agreement was found to exist." Not perhaps on all. Signor Martino was less optimistic than our Government has sometimes declared itself on the prospects for Geneva. He holds out no hope for a disarmament agreement without an agreement on security, which can only be effective with a united sovereign Germany. On the question of Italy's

THE LATE MR. W. C. NISBETT

THE DEATH OF A WELL-KNOWN FIGURE IN FLEET STREET : Mr. W. C. Nisbett, who was until recently Managing Director of Illustrated Newspapers Ltd., proprietors of "The Sphere," died last week aged seventy-eight. He joined the group in 1921 and became secretary on the formation of Illustrated Newspapers Ltd., in 1928. Appointed General Manager in 1937, he became a Director in 1938 and Managing Director in 1946, remaining in that position until his retirement last year. The picture of Mr. Nisbett was taken recently, when he presented the prizes at an Illustrated Newspapers golf meeting

application for membership of the U.N., Mr. Macmillan could confidently promise British backing to the full, since the U.N. Disarmament Commission would obviously benefit if Italy could join it. It is an anomaly that she is excluded and must depend on Britain to supply her with progress reports. Dr. Adenauer, meanwhile, was in Moscow and returned home in triumph "bringing his sheaves with him." But while he was cataloguing them, Moscow was broadcasting a correction. Eastern Germany remains in Russian eyes a separate nation which Adenauer did *not* represent, and the frontiers of Germany can expect no expansion beyond what was fixed at Potsdam. So, in truth, Dr. Adenauer brought home in triumph only his prisoners in Russian hands.

A Card-Table.—No one supposed in September 1890 that a card-table at Tranby Croft would one day acquire a historic value, apart from its artistic merit. But some such historic value was accepted in it by a fish dealer of Hull and a publican of Hessle at various dates, and now it has been auctioned again. The Ladies "Addle of Eigg" have dined off it and rehashed one game of cards played on it non-stop for sixty years, and never has that "historic" game been suffered to be buried as it deserves. It was high game in 1890. It is rancid now. I was too late to make a bargain with the auctioneer, to persuade him to annex a clause to the highest bid, compelling the buyer to buy also the copyright in the old story and proceed against all who henceforth infringe it. For, indeed, the man whose name is connected with it has been dead for many years, the game was played sixty years ago, and, if there was a scandal connected with the game and the table, there have been others since far more important.

Caravan.—One glorious summer has given a tremendous impetus to caravanning. The fashion has been growing in popularity for some years. It is due to several causes. More and more employees, especially in the Midlands, have found it possible to become car owners. The car gives them the means to carry their own holiday hotel behind them. The seaside lodging-houses are always overcrowded in the peak month of holidaying, the prices charged are far too high for resources newly depleted by car purchase. For £8 a week rent a travelling hotel, already fitted with essentials, can accommodate a whole family. The cost of boarding and lodging a family of five at the seaside in lodgings can be slashed by half in a caravan. And the caravans multiply on the roads, and, by and large (very large), they are much more difficult to pass on the roads than the heaviest, broadest lorries. Still, I envied their patrons as I drove north in summer as I pitied them on my way south in dismal autumn; for some of them, quite a lot, had missed the capacious weather-bus or put their faith in its infinite capacity. A caravan on a blasted heath in heavy rain is a sombre sight. So, indeed, are all too many of the permanent caravan sites. It is natural, of course, that those who can dispose of the land, allot the less attractive and less visible sites to the campers. But I confess that many I have passed this summer would, even on a fine day, reconcile me to a Southend lodging-house on a wet day. Too many sites are still optimistically arranged at levels soon liable to flooding. Many more are too far from the amenities of seashore or river banks sought, and hardly any, when filled to capacity, retain that picturesque appearance of camping in the backwoods. On the other hand, especially in the Border counties of Scotland, I met small groups of caravanners whom I envied. But it is poor fun to travel 500 miles from the Midland cities to find the outskirts of Edgbaston at journey's end.

You Pay Your Money.—There are some goods and services and recreations to obtain which you pay your money and can take your choice. For others, such as pool betting and watching prize-fights, you pay your money (big or small) and take your chance. Those who went with enthusiasm to watch at the White City Stadium the much-advertised Cockell–Valdes fight (or unofficial world title eliminator) were given little value for their money. It was very cold and the rain drummed down on the arena seats, and the light-headed and light-hearted *not* furnished with waterproofs and rugs (which have gone out of fashion this summer), were compelled to shelter under sheets of evening newspapers and shiver in damp clothes. Nor did the short bout of the chief event warm their hearts. Cockell never looked like a winner, took a count of nine in the third round and announced his retirement before the bell rang for the fourth. So, presumably, ends his hope of another fight with the terrible Rocky and of World Champion honours. But I suppose that a man who can rise high enough to challenge world champions could, if prudent, put by a nice little nest-egg for his old age at thirty-five. Very few of them do.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

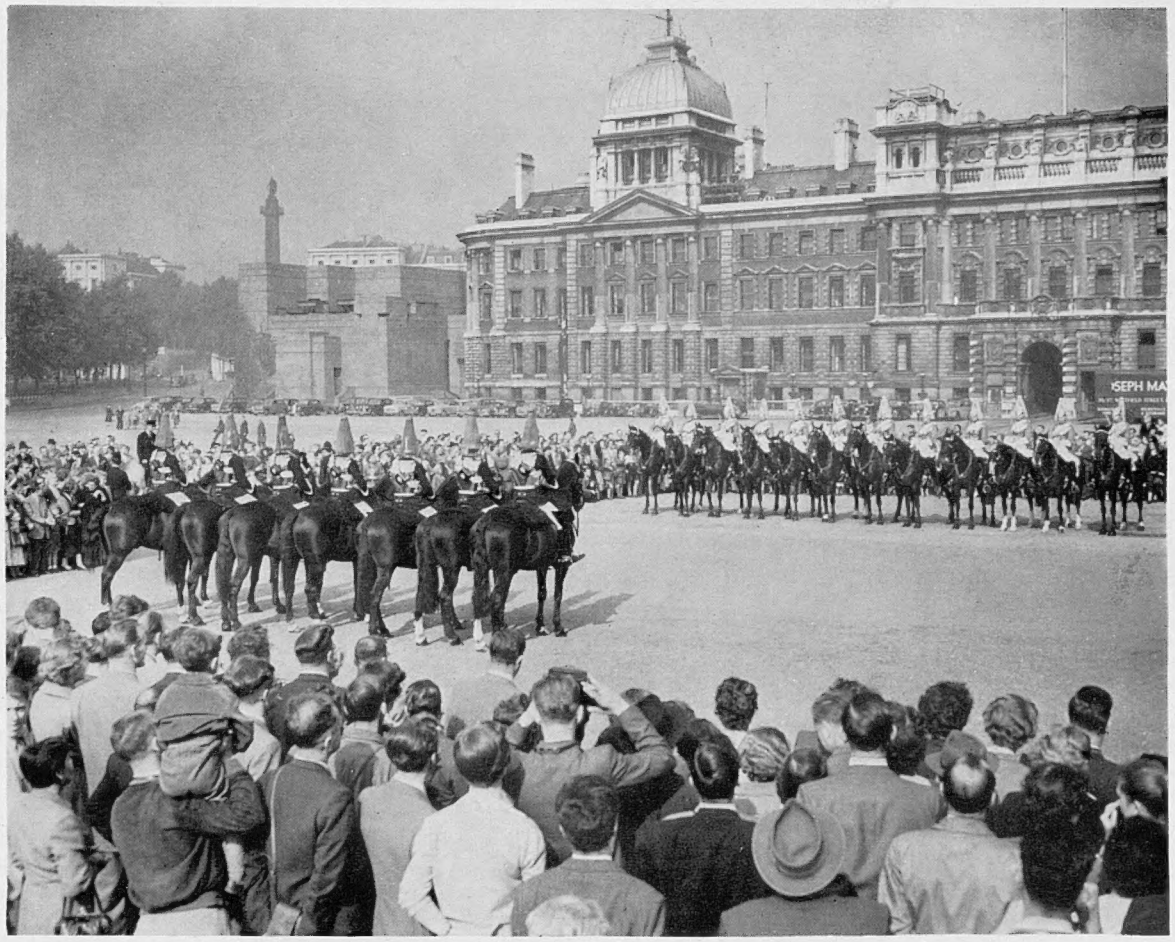
FISHING IN DISTANT WATERS

How Most of Britain's Fish Supply is Ensured by 270 Deep-Sea Trawlers

By WILLIAM PATTINSON

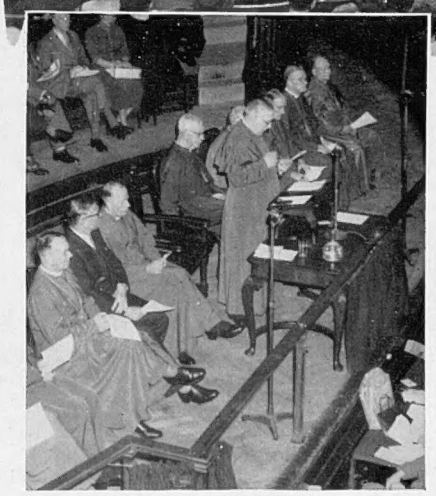
With illustrations by Winston Megoran

A TEMPORARY SITE FOR CHANGING THE GUARD



THE POPULAR DAILY CEREMONY OF CHANGING THE GUARD TAKES PLACE ON THE VAST SPACE OF THE HORSE GUARDS PARADE: A crowd of sightseers watch the ceremony in a specially roped-off section of the Parade. The daily ceremonial by the Household Cavalry is being performed on this temporary site during the resurfacing of the Horse Guards in Whitehall, the normal scene of this highly popular event. It will continue on the Horse Guards Parade until further notice.

BISHOPS OF THE ANGLICAN DIOCESES IN THE WEST INDIES TOUR BRITAIN

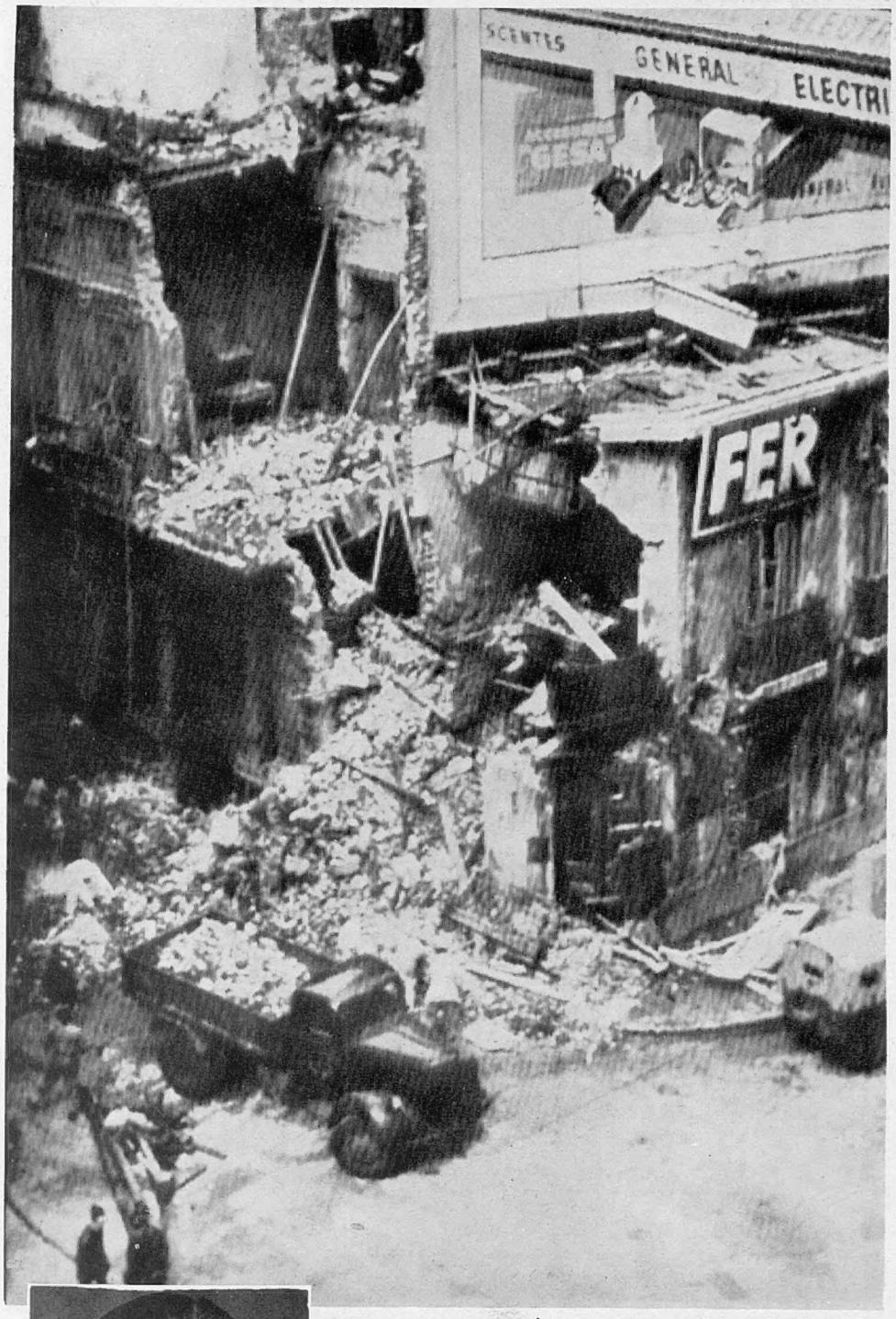


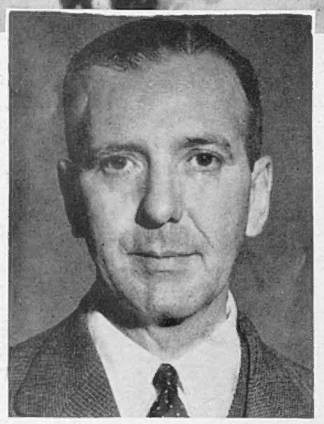
APPEALING FOR THE CHURCH IN THE WEST INDIES: *Above* and *on left*—The Bishop of London addresses a meeting at Central Hall, Westminster, attended by Bishops of the West Indies, the Governor of British Guiana, Sir Patrick Renison, and the former Governor, Sir Alfred Savage.

Sponsored by the Society for the Propagation of the Gospel all the West Indian Diocesan bishops, led by the Archbishop of the West Indies, Dr. Alan Knight, have come to Britain to tour the towns of England and Wales. The object of their visit is to present the facts about the Church in the West Indies and to launch an appeal for resources in men and money. One of the most important meetings was at the Central Hall, Westminster, where the chair was taken by the Bishop of London, Dr. Wand, who commented in his speech on the fact that the Government was now pouring money into the Carribean. He said that this would help the West Indies and open up tremendous possibilities. "The question now," he said, "is whether the Church will nerve itself to meet the new opportunities. . . . The Church is the one institution which affords hope and promise in the islands to-day; for it alone serves the interests of the people." The Governor of British Guiana was present at the meeting in addition to the former Governor, Sir Alfred Savage, who spoke on behalf of the appeal. Many West Indians were also present.

THE FALL OF PERÓN

Pictures from the Argentine as General Lonardi takes Office and the Ex-President Flees to Exile





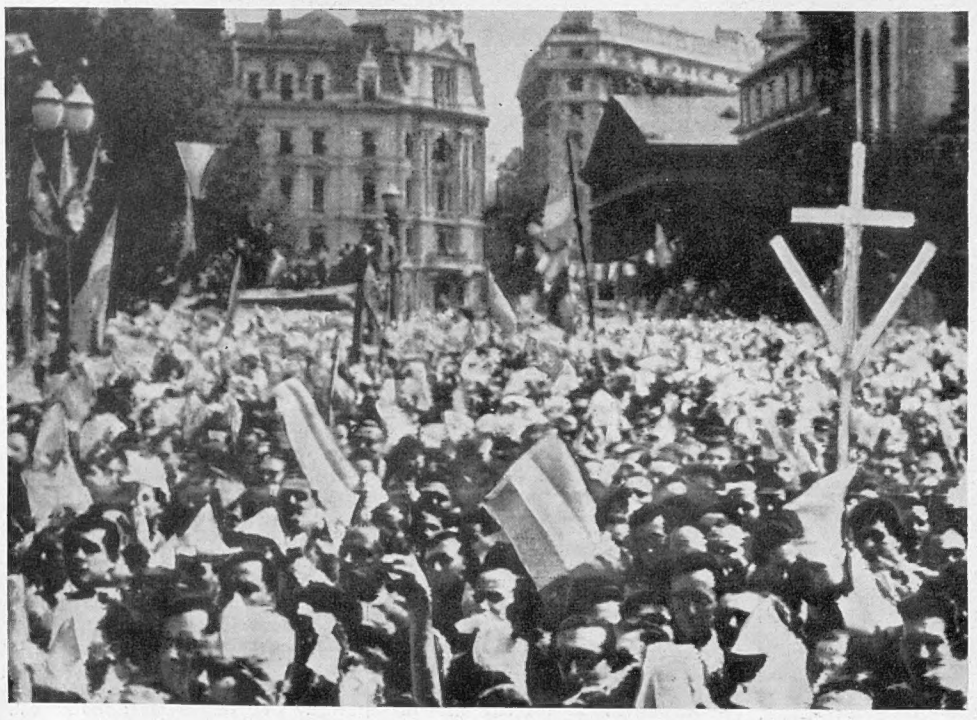
THE RUINS OF A PERÓNIST STRONGHOLD : Rubble is cleared from the headquarters of the Nationalist Alliance in Buenos Aires. The building was the scene of one of the last attempts at resistance by Perônist supporters. It was heavily shelled by the forces of the new Government.

On left—

THE NEW PROVISIONAL PRESIDENT OF ARGENTINA : General Eduardo Lonardi was the leader of the Liberation forces which overthrew ex-President Perón. In his first speech in office General Lonardi described himself as a modest soldier who had never dreamt of becoming President.

Below—

CHEERS FOR THE NEW REGIME : A vast crowd in the Plaza de Mayo in Buenos Aires cheers the provisional President, General Lonardi. The cross with the V below it, on right, symbolises Christ as *Vencedor*, or Conqueror.



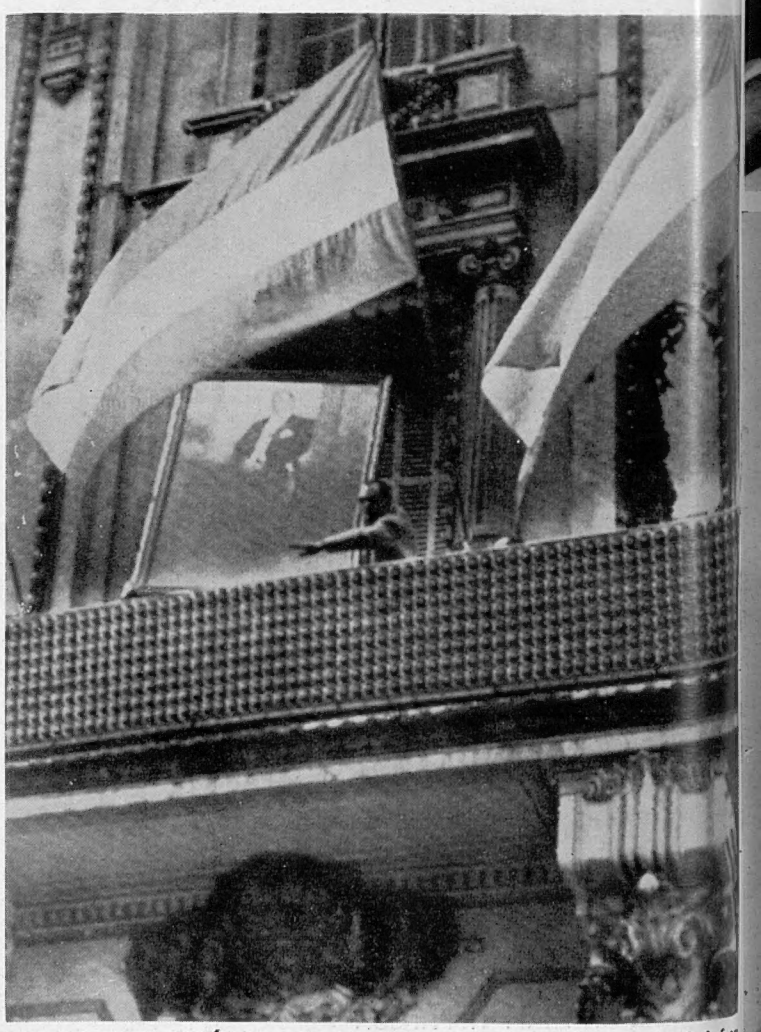
A PERÓNIST IS PUT DOWN : Three supporters of the Liberationists attack a Peronist in one of the many clashes which took place in the streets of Buenos Aires before the Government of the Argentine was changed.

After several days of confusion and bloodshed, the situation in the Argentine had been clarified by last week-end. The revolt against General Perôn's Government had been successful and a new provisional President, General Eduardo Lonardi, had been installed in office with a new Cabinet.

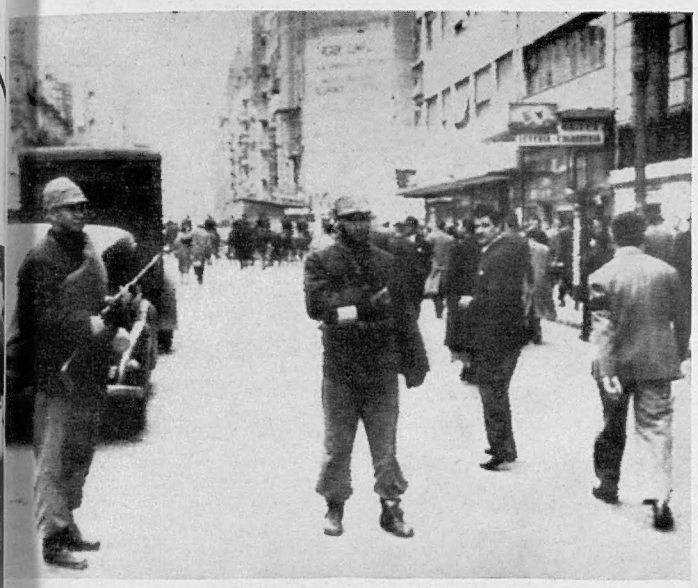
General Lonardi commanded the "Forces of Liberation" which carried out the coup. In a speech after his installation as President in Buenos Aires, he explained the strategy which had led to the downfall of General Perón. He said the problem of the Liberators had been to overthrow a tyrant who had great forces at his command. They had therefore started their uprising in the provinces, with the aid of the navy. Cordoba, where the revolt began, he described as a "lighthouse in a tyrannical night," which "wrote an epic in the history of freedom and honour."

Regarding his political programme President Lonardi said that in future every body would be free to criticise the Government and no country "would be freer than the Argentine." His guarantees include freedom of speech, of Press, of workers' unions and religions. He spoke particularly of the need for peace with the Roman Catholic Church, with which General Perón had quarrelled.

The new Argentine Government, which has been recognised by Britain, has announced that it will respect the right of asylum granted to ex-President Perón in Paraguay. He left Buenos Aires for Asuncion in a Paraguayan gunboat last Sunday. Order now appears to have returned throughout Argentina. But General Lonardi did not gain power without considerable bloodshed, and the last of the pro-Perônist resistance was still being quelled while he was entering Buenos Aires.



"DOWN WITH PERÓN!" : A portrait of the ex-President is hurled from the offices of the newspaper *La Prensa*. *On right*—A Perônist symbol is covered by Argentine flags on the tower of the same building.

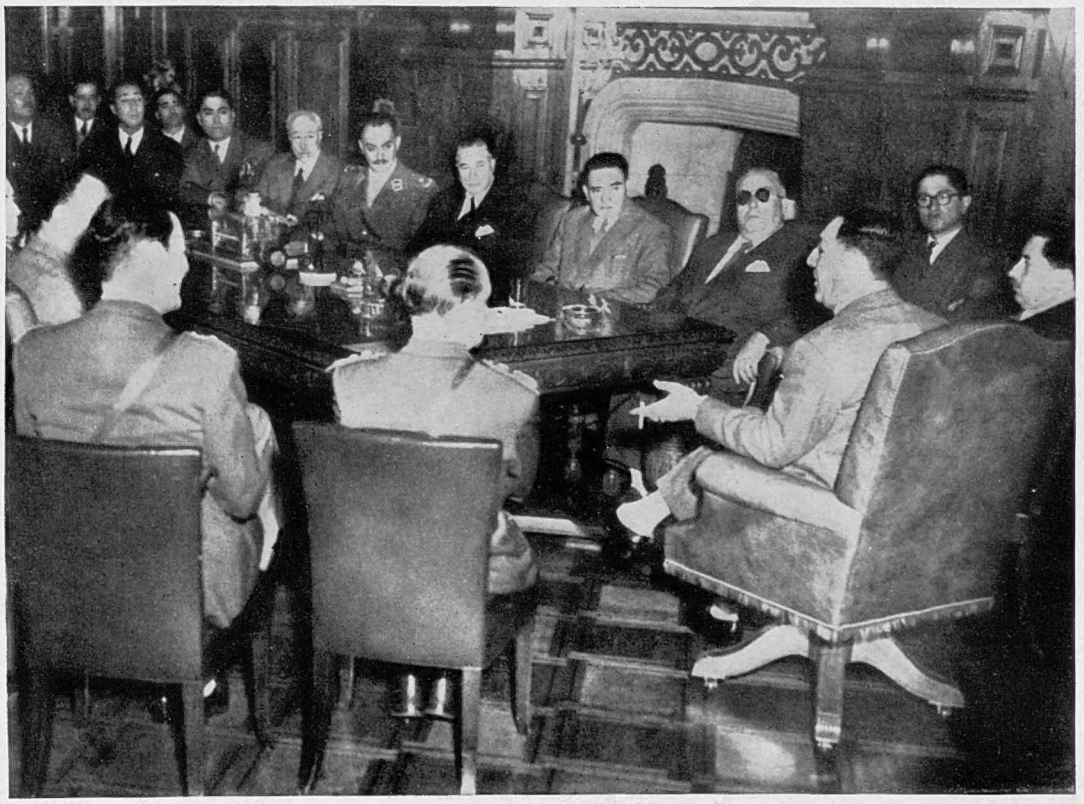


KEEPING ORDER IN BUENOS AIRES : Armed soldiers are on guard in a street of the Argentine capital during the wait for the arrival of the new provisional President, General Lonardi, from Cordoba.

THE DEFENCE THAT FAILED : An anti-aircraft gun is ready for action in Buenos Aires. It is manned by troops loyal to Perôn who were under orders to defend the city at the time when the Liberation forces were advancing. However, the capitulation of General Perón removed the need for the defence. Nevertheless, General Lonardi did not establish himself in Buenos Aires without several bloody clashes between his supporters and Perónists.

On left—

A FOREIGN FUNERAL FOR ARGENTINE SAILORS : The cortège passes through Montevideo, in Uruguay, for the funeral of five members from the crews of two Argentine destroyers. The ships had put in there to land their dead in the early days of the revolt. Later, from Buenos Aires, the new Vice-President, Admiral Rojas, gave naval casualties in the uprising at thirty-five killed or wounded. At the beginning of this week, the total death-roll, military and civilian, from all the fighting was estimated at 500.



LAST DAYS IN POWER : General Perón (right, at the head of the table) confers with his Government leaders during one of his last meetings as President of the Argentine. On his left is General Felix Robles, head of the Security Council, and on his right the former Minister of the Interior, Oscar Albrieu.

THE WEDDING OF VENICE

The Glitter and Pageantry of the Colourful Occasion Last Week when Fifteen-year-old Princess Ira Fürstenberg Married Prince Alfonso Hohenlohe-Langenburg

HERE COMES THE BRIDE : Princess Ira is led to the altar by her father, Prince Tassilo Fürstenberg. Preceding them is the Princess's brother, Edward Egon, one of the three pages, and the two bridesmaids, cousins of the bride.

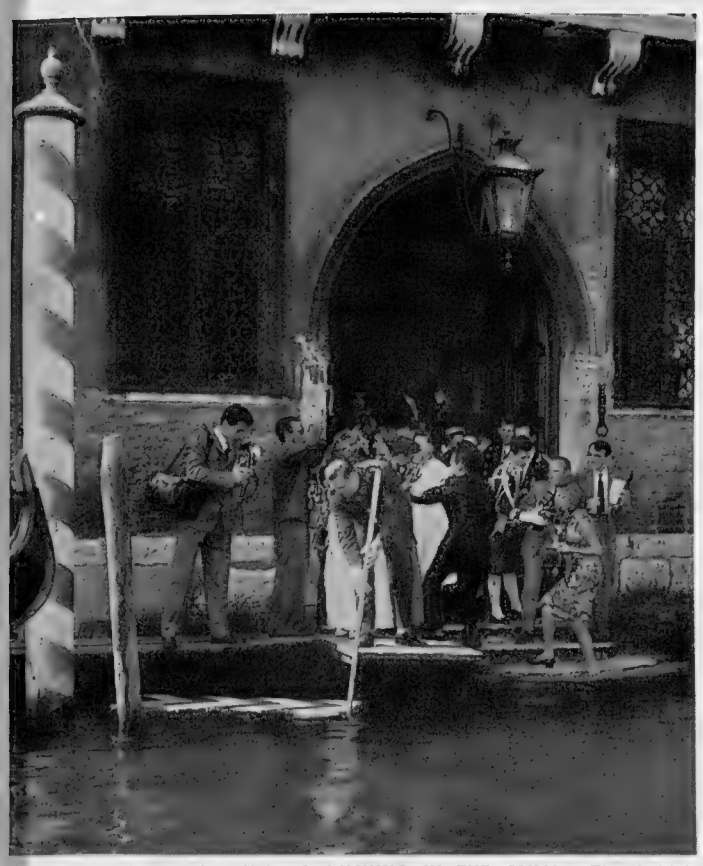
Even Venice, city of the Doges and Diana Dors, had to gasp. Here was an occasion to rival the splendours of a medieval joust or a twentieth-century film festival. The central figure of last week's pageantry was, of course, the fifteen-year-old bride, Princess Ira Fürstenberg. Poised and sophisticated, calm and collected, she thought nothing of arriving at the church an hour late. Nor did she flinch, as did the officiating priest, a German relative of hers, as more than seventy photographers loosed off their flash-guns before the altar of the little sixth-century church of San Sebastiano. Only after the ceremony, when she could sit back, relaxed and happy at the side of her husband, thirty-one-year-old Prince Alfonso, did the bride look like the youthful, fairy-tale princess that, in fact, she was.

The occasion, of course, had its amusing moments. The bride's Parisian hairdresser, in an effort to take a last loving look at his handiwork, fell into the canal outside the Palazzo Brandolini, and emerged wet but delighted at the publicity he had gained. A girl photographer suffered the same misfortune, but had to remain anonymous.

The setting was in keeping with the actors. Here was Venice at its gaudiest and noisiest. The canals were jammed with floats and gondolas carrying the thousands who were eager to glimpse the procession to and from the church. And at the Palazzo Brandolini, where the reception was held, there arrived more than 500 guests, among them members of the oldest Royal houses of Germany. A gathering of Royal exiles who were proud to contribute to this pageant of happiness.

THE DREAM OF A LIFETIME COMES TRUE : Princess Ira and Prince Alfonso at the altar during the marriage in San Sebastiano's church.

THE GONDOLA BRIDE : Princess Ira and her husband look back happily as they leave the church in their gondola. *On left*—The bride and her father on their way to the church as the gondola weaves its way through the crowded canals.



THE INEVITABLE HAPPENED—A DUCKING IN THE CANAL : The bride's hairdresser, Alexandre, and a woman Press photographer are helped on to the landing stage after falling into the canal outside the Palazzo Brandolini. *Below*—As she leaves for the church, Princess Ira turns round to see her delighted hairdresser climb out of the water.

LIFE BEGINS AT FIFTEEN—PRINCESS IRA AND HER HUSBAND LEAVE THE CHURCH AFTER THE WEDDING : Princess Ira Fürstenberg and Prince Alfonso Hohenlohe-Langenburg emerge into the bright sunlight. The bride wore a dress of white tulle with a double train and a long veil, and a small coronet on her head.

A TOUCH OF ROYAL COURTESY : Prince Alfonso adjusts the shoe of his mother, Princess Maria Piedad, in the rush before the wedding.

Above and *on left*—**BRIDE AND BRIDEGROOM ON THEIR WAY TO THE RECEPTION AFTER THE CEREMONY :** Princess Ira sits by her husband and with her small attendants, thoroughly relaxed and, for the first time, looking very young. The gondoliers wore white livery, and bore the arms of the Fürstenberg family. Over 500 guests were invited to the reception at the Palazzo Brandolini.

HONEYMOON PRINCESS

After the Turbulence of the Wedding in Venice Princess Ira and Prince Alfonso Go to a Quiet Lakeside Village

On right—

PEACE AND QUIET FOR THE YOUNG COUPLE : Prince Alfonso and Princess Ira leave their hotel in the little Lombardy village on Lake Garda.

AFTER THE CHAMPAGNE—ORANGE JUICE : Prince Alfonso Hohenlohe-Langenburg and his fifteen-year-old bride, Princess Ira, are completely relaxed after a morning swim at Sirmione, the Italian resort on Lake Garda. After the richly-embroidered wedding gown, the bride had donned a two-piece swim-suit. After a week of champagne and caviare, the couple enjoyed orange juice. Prince and Princess spent the first two days of their honeymoon on Lake Garda. They had earlier told their friends that they would go north of Venice towards the Dolomites. But then, in order to avoid the pursuing army of photographers, they doubled back on their tracks and headed west. The remainder of the honeymoon is being spent in Mexico and the United States, where Prince Alfonso is representative of a German motor company.

Below—

A TRIP ON THE LAKE : Accompanied by the inevitable photographers. Even on her honeymoon, however, Princess Ira has shown an engaging willingness to pose for the cameras, and has displayed a lively interest in everything that is written about her.

KARIBA GORGE

The Great Hydro-Electric Scheme on the Zambezi River which will Expand Rhodesian Industry

By GODFREY HARRISON

WITH DRAWINGS BY
VICTOR COVERLEY-PRICE

A PLENTIFUL supply of electric power at moderate rates is essential to economic expansion. This fact is evidenced by Britain's huge investment in increased generating capacity since the war. It applies with even greater force to younger countries abundantly supplied with raw materials and awaiting development.

Where—as in England—coal or oil is easily accessible and facilities for the transport of fuel are to hand, the choice naturally falls on thermal generating stations. In countries well supplied by nature with mountains and rivers, hydro-electric power usually provides a more economical answer to the need. An outstanding example of the latter is Canada, whose unequalled industrial growth in recent years has been based largely on her vast resources of water power.

It has been evident for a number of years that both Northern and Southern Rhodesia would soon be faced with a need for greatly increased power supplies. These were necessary for several purposes—particularly for the Copperbelt, but also for the development of industry in general. Industrialisation, which alone can provide the steadily growing African population with secure employment and the means to a higher standard of living, is recognised as essential to any long-term solution of political problems. Developments which were generally agreed to be desirable could not be planned in detail until the prospects of power supplies were more clearly known.

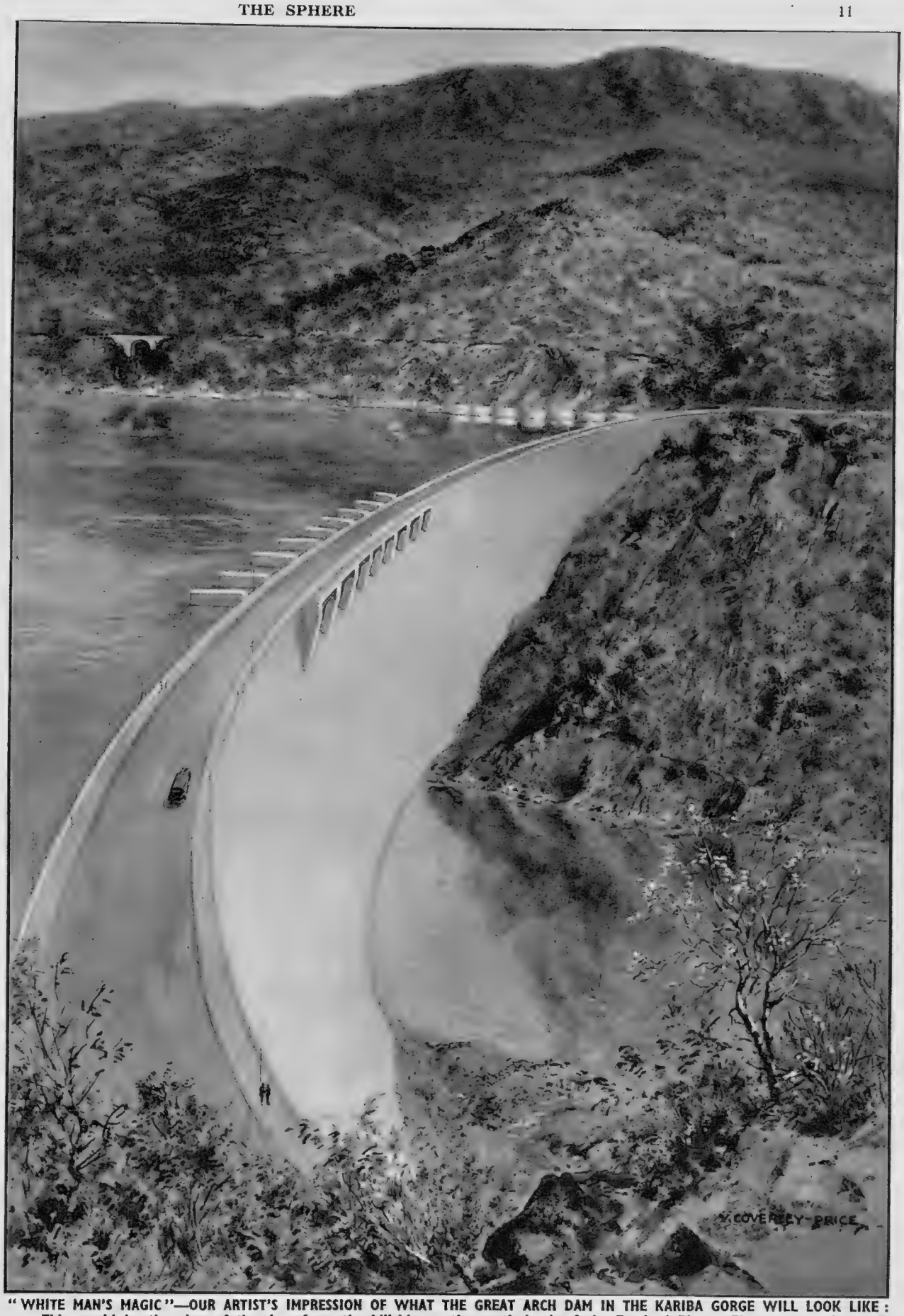
The electricity requirements of the Rhodesias have been met hitherto by thermal generation. But it is necessary to conserve existing coal supplies, and to avoid over-straining lines of communication, which are needed for the transport of raw materials and products, with the additional heavy traffic in fuel which would be demanded by further steam power stations. It will be many years before atomic power can be considered as a practicable alternative.

The Zambezi and its tributaries were obviously first on the list of potential sources of hydro-electric power, and their possibilities were under investigation for some years. Two sites particularly attracted attention—one on the Kafue River, in Northern Rhodesia; the other the Kariba Gorge, on the Zambezi, which forms the boundary between Northern and Southern Rhodesia.

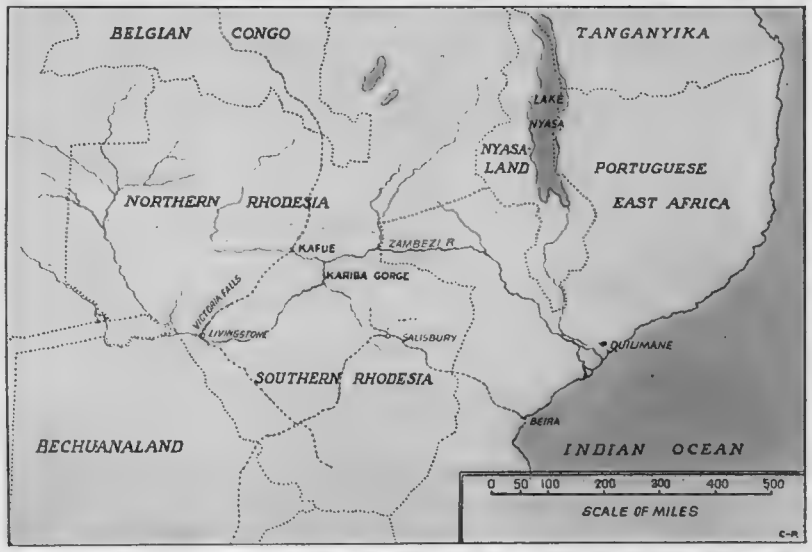
The potential electrical output in each case is very large indeed; but for topographical reasons the nature of the development required is quite different. So that it was, to say the least, extremely difficult to arrive at a direct comparison between the two projects in terms of ultimate output, total cost, cost per unit of power, and—a very important factor—time required for construction. It seemed likely that in due course both sites might be developed (it has been estimated that the Rhodesias can absorb the combined output of the two schemes by 1970). But obviously not both at once, because of the very high capital investment involved. The immediate and pressing question was, which should be given priority.

In 1953 Northern Rhodesia proposed that the Kafue development should be undertaken first; and Southern Rhodesia—without prejudice to the ultimate prospects of Kariba—agreed subject to certain conditions. Later, it appeared doubtful whether these conditions could be fulfilled; and it became clear that, if a decision was to be reached that should be in the best interests of the Federation as a whole, the question must be considered afresh in the light of all available evidence. The most complete data possible would also, of course, be demanded by those who were to be asked to provide finance; for either scheme would be a long way beyond the internal resources of the Federation.

In June 1954, a panel of French experts—Messieurs Tisne, Duffaut and Misson, with whom M. André Coyne was associated later—were asked to make further investigations and to form a fresh opinion on the merits of both schemes.



"WHITE MAN'S MAGIC"—OUR ARTIST'S IMPRESSION OF WHAT THE GREAT ARCH DAM IN THE KARIBA GORGE WILL LOOK LIKE: This would be the view of the dam from the hillside on the south bank of the Zambezi River. The concrete dam will be 1,800 ft. long and 400 ft. above the bed of the river, which is being harnessed to bring electricity to the Rhodesias.



KARIBA GORGE IS A FOCAL-POINT IN THE CENTRAL AFRICAN FEDERATION: This sketch-map shows the position of the Kariba Hydro-Electric Scheme on the Zambezi River. Just above Kariba is Kafue, the proposed site for a similar scheme in Northern Rhodesia which has been shelved for the time being.

The French experts' reports, which were submitted in January 1955, and were universally commended as thorough and objective, showed the matter in a new perspective, particularly as to comparative costs and probable dates of completion. One of their conclusions was to confirm that, in general, hydro-electric development could provide power for the Rhodesias at a cheaper rate than any expansion of existing thermal stations and that Kariba, in particular, would constitute "a powerful provider of guaranteed energy at a price among the lowest in the world."

An additional argument in favour of Kariba was that, after the first stage of construction and equipment was completed, capacity could be increased to provide for future demand merely by the installation of further turbines and generators. This would involve comparatively small additional expense, and would actually reduce the cost per unit below the modest initial figure. Also hydrological surveys had been in progress for a number of years on the Zambezi, whereas the data available on the flow of the Kafue were

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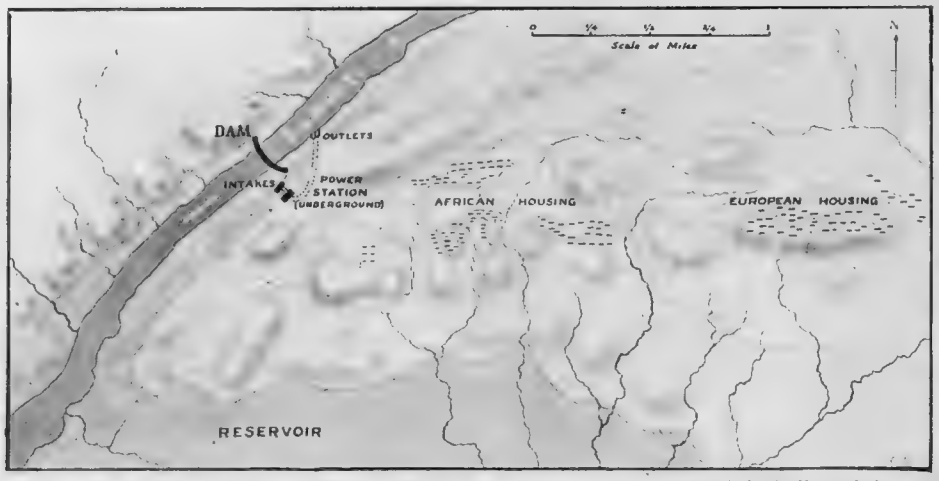
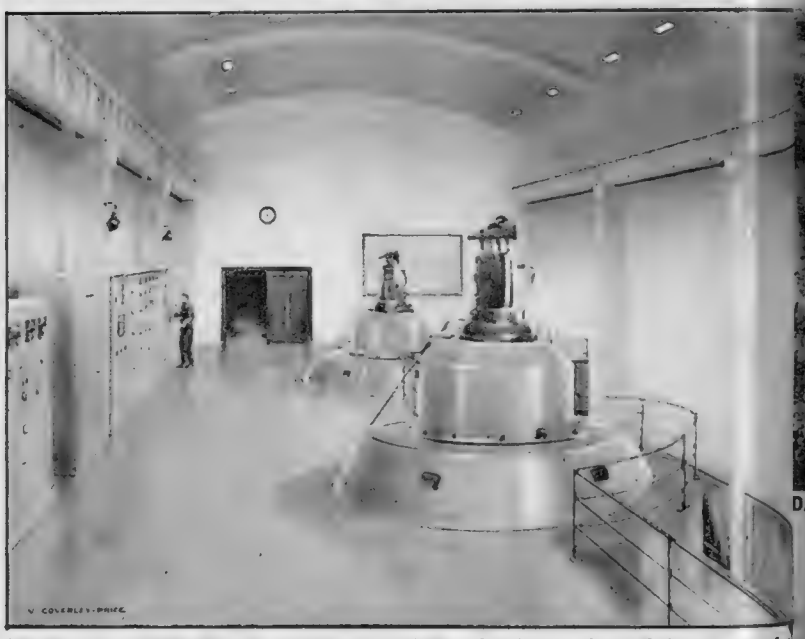


THE SITE OF THE DAM AT KARIBA GORGE: The course of the Zambezi is indicated by the arrow. The area upstream of the dam, which is marked by a darker shade, is that part of the site to be flooded to form the world's largest totally man-made reservoir.

THE NATURAL GRANDEUR OF THE GORGE: This is the view downstream from a ridge overlooking the site of the dam. All around the gorge are heavily-wooded slopes which rise up to 800 ft. The natural beauty of Kariba will be in no way impaired by the scheme.

THE £54,000,000 PROJECT WHICH WILL PROVIDE AN UNEQUALLED STIMULUS T NATIONAL DEVELOPMENT: Our artist's impression of the scheme wh completed, from the north bank of the Zambezi. At left, on the edge the river, are the outlets, nearly submerged. The intakes are below wat level above the dam, under the installation seen at the edge of the water the far side. On the hill-side beyond is the transformer station leading from



INSIDE AN UNDERGROUND POWER STATION: An impression of how one of t stations at Kariba will appear. Eventually there will be two undergrou power stations, deep in the hillsides, one on each side of the great gorg

KARIBA GORGE *(Concluded from previous page)*

by no means equally complete. This information is necessary for an accurate assessment of potential output over a period.

On March 1, 1955, Sir Godfrey Huggins (now Lord Malvern), Prime Minister of the Central African Federation, announced the decision to proceed with Kariba immediately at an estimated cost of £54,000,000. This estimate allowed for the first stage., i.e., the main civil engineering works and six generating sets with provision for later additions. The decision was subject only to a final appraisal by M. Coyne, and to approval by the International Bank for Reconstruction and Development, who had been invited to send a mission to investigate on the spot. The Prime Minister said that action must be taken quickly, so that work could begin as soon as weather conditions permitted.

On June 7 the Rhodesia and Nyasaland Federal Hydro-Electric Board made known the appointment, as joint civil engineering consultants for the Kariba scheme, of Sir Alexander Gibb and Partners, of London; Messrs. Coyne and Bellier, and the Société Générale d'Exploitations Industrielles; each of whom they described as "acknowledged world experts in the field of hydro-electric development." The terms of reference provided that the three firms should work together "as a team," and that their responsibility to the Board should be "indivisible." They were to prepare designs and to supervise construction. Later, the appointment of Merz and McLellan, of London, as mechanical and electrical engineering consultants was announced.

At present, while the joint consultants are engaged on detailed designs and planning, the scheme can only be described in outline. The main item of construction will be a great dam, which will be placed near the upper end of the Kariba Gorge, near the confluence of the Sanyati River and the Zambezi. This will be an arch dam, constructed of concrete, and founded on the ancient gneisses of the hard core of Central and Southern Africa. It will be about 1,800 ft. long and will stand 400 ft. high above the river-bed. Surplus waters will cascade over the crest of the dam—a controlled version of the Victoria Falls higher up the Zambezi.

The damming of the river will create an artificial lake stretching upstream about 150 miles and covering an area of 1,600 square miles. This will be the largest purely man-made reservoir in the world, far exceeding that formed by the great Boulder Dam in the United States. When filled, it will contain 115,000,000 acre-feet, or 31 million million gallons of water—sufficient to cover the whole of England and Wales to a depth of 3 ft. This vast reserve will be used to balance the flow of the river (which by nature varies greatly between one season of the year and another), thus enabling electric power to be produced at an even rate throughout the year.

Eventually there will be two underground power stations deep in the hillsides near the dam, one on either side of the valley. To these water will be conducted under pressure from the reservoir and, after passing through the turbines, will flow through large tunnels to rejoin the river below the dam. A generator will be directly coupled to each turbine, the two together forming one set. Initially, six sets will be installed in a power-house on the south bank. Ultimately it will be possible to install further sets in a power-house on the north bank, which will result in a total capacity of 1,200,000 kilowatts, or 1,600,000 h.p. The power will be transformed to a high voltage and brought by cables to a switching station on a hill overlooking the gorge, from which it will be distributed throughout the Federation by overhead transmission lines. It is hoped that, if all goes according to plan, the scheme will be producing some power by 1960.

The natural grandeur of the Kariba Gorge, with its heavily-wooded slopes rising steeply to 700 or 800 ft., will be in no way impaired, and, indeed, will combine with the great man-made lake to endow the Rhodesias with a new feature of unique beauty and striking significance. Economically, in addition to all the benefits accruing from plentiful power supplies, the scheme will provide a further source of potential wealth through the irrigation of large areas for the growth of such crops as cotton and sugar. It will be possible to irrigate some 200,000 acres with water flowing by gravity from the reservoir, and a much larger acreage with the aid of pumping.

Before construction of the dam can begin, a tunnel must be driven through which the waters of the river will be diverted, and temporary concrete cofferdams erected across the river-bed above and below the site of the permanent dam, so that its foundations may be excavated down to solid rock.

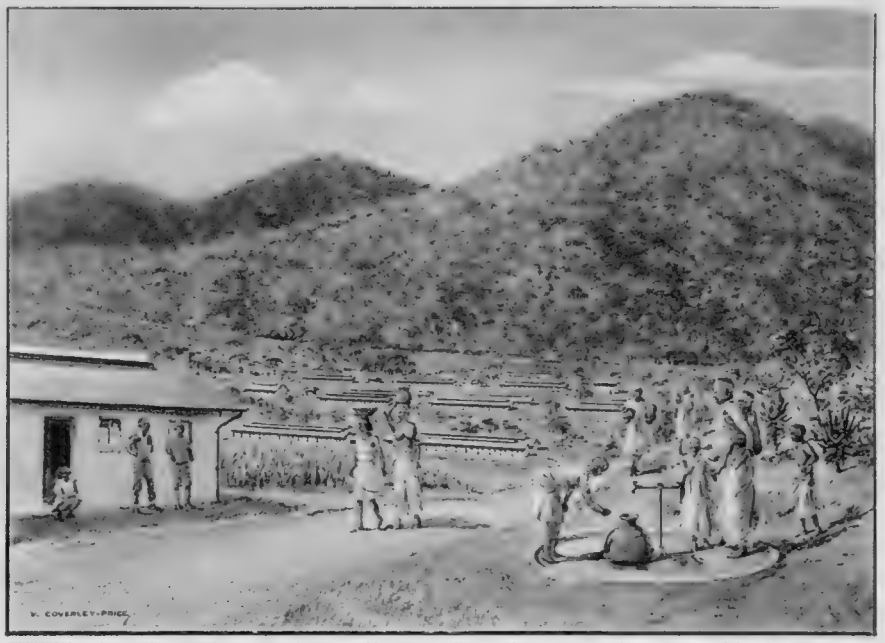
One of the first necessities is adequate communications. Like the sites of many hydro-electric schemes, Kariba is not easily accessible. Bulldozers have been at work for some months on the 54-mile track from Mak to prepare it for heavily-laden motor traffic. In c course—it is hoped within fifteen months—a permane all-weather road will be provided.

Another important early requirement is livi quarters for the small army which will be engaged construction, with prefabricated buildings, air-con tioning and water supply—a town-planning project whi has been the occasion of experts' visits from London.

The inundation of many hundreds of square miles w inevitably cause disruption for some local resident Some 20,000 Africans will be affected. These most belong to the Batonka tribe, one of the most backwa in Central Africa, who have lived for generations contented isolation on the banks of the Zambezi.

At dawn on August 26 a small party und Mr. P. B. Fletcher, Southern Rhodesian Minister Native Affairs, set out from the village of Gokwe travel through hundreds of miles of wild country rare seen by a white man. Their mission was to expla to chiefs representing the affected tribes why they w soon be asked to leave their ancestral homes and to mo to new areas set aside for them. One may wonder ho much they can be expected to understand of the purpo and scope of the Kariba scheme, or of the benefits whi it is to be hoped that they, in common with millio of others, black and white, will one day receive as result of this latest example of white man's magic.

DAWN IN THE EUROPEAN HOUSING AREA : This small section of the area is visualised as standing on a hill south of the river. The buildings include a large block of flats for bachelors, some bachelors' bungalows, and bungalows for married couples.



EVENING IN THE AFRICAN VILLAGE BY THE DAM : How the valley set aside for African housing may appear in the evening. Beyond the hills in the background lies the Zambezi, and the dam which will bring employment to the African population.

THE GREAT PANORAMA OF HILLS AND FORESTS THAT UNFOLDS ITSELF AROUND THE KARIBA GORGE : These two views of the gorge by Aerofilms show the Zambezi as it divides Northern from Southern Rhodesia. Both territories will benefit from the Kariba scheme.

FROM EUROPE AND ASIA

A PICTORIAL SURVEY OF PERSONALITIES AND EVENTS IN THE NEWS

PRINCE'S DAY—AN OCCASION FOR CEREMONY AND REJOICING AT THE HAGUE : Queen Juliana of the Netherlands, followed by Prince Bernhard, about to enter the golden State coach outside the Royal Palace in The Hague. Through the streets crowded with people from all over Holland the Queen drove to open what will be the last session of the present Dutch Parliament. There is to be a General Election next summer. The opening of Parliament, and, incidentally, the presentation of the Budget, traditionally takes place on the third Tuesday in September. Since the eighteenth-century, Princes of Orange and Kings and Queens of the Netherlands have opened Parliament on that day.

A CITY ON FIRE : Huts are torn down by their owners in an attempt to check the spread of flames in a shanty town area of Jakarta. Several hundred homes in the Indonesian capital were destroyed in the five-hour blaze which rendered thousands homeless. Fire-fighting was hampered by a scarcity of water due to the summer's drought, and by the difficulty of training hoses on to overcrowded buildings. The same area was razed by fire a year ago.

"I BEG YOUR PARDON FOR THIS TOO COMPLETE VICTORY" : Prince Norodom Sihanouk, the former King of Cambodia who abdicated earlier this year to go into active politics, acknowledging the cheers of the crowds in Pnom Penh, the capital, after his victory in the General Election. In a broadcast the Prince apologised for the fact that his popular Socialist Community Party had gained every one of the ninety-one seats in the General Election. But he claimed this as proof that the elections had not been falsified, as he would never have had the effrontery to allocate to his party every seat in the new Assembly. Prince Norodom said that he would not be a member of the new Government. He might be considering a return to the throne.

QUEEN JULIANA'S SPEECH FROM THE THRONE AT THE OPENING OF THE STATES-GENERAL: A view of the Ridderzaal, in The Hague, during the ceremony. For the first time the Queen's two eldest daughters, Princess Beatrix and Princess Irene, attended the opening of Parliament as part of their civics education.

THE RETURN OF THE EXILED "PREMIER" : Mr. Hugon Hanke, one time leader of the Polish Government in exile in London, is escorted by his wife and two sons, one of whom is serving in the Polish Army, on his return to Warsaw. In a broadcast soon after his return to his native land, Mr. Hanke declared that he had left London because he disagreed with the policy of other Polish emigré "Ministers" there. But the exiled Poles, to whom Mr. Hanke's defection came as a great blow, declare that pressure was brought on their Premier, who had held the office a year, to return because his wife and children were in Poland.

HONOURED FOR WORK ON BEHALF OF REFUGEES : Mrs. Eleanor Roosevelt, holding the Nansen Medal and scroll of honour, is seen at the Palais des Nations, in Geneva, after receiving one of the first awards of this honour for her work for refugees. With her is Count Bentinck, Netherlands Ambassador in Switzerland, who received a similar award on behalf of Queen Juliana. The medals were presented by Mr. Adrian Pelt, President of the European office of U.N.O.

A TRIAL OF STRENGTH IN JAPAN—THE DEMONSTRATIONS AGAINST U.S. AIR BASE EXTENSIONS : *On left*—Demonstrators and police mingle to block completely the Itsukaichi highway in Sunakawa, a township near the great American air base at Tachikawa, thirty miles from Tokyo. *On right*—A display of strength by a U.S. Air Force C-124 Globemaster as it flies low over the crowds, who are demonstrating against the use of part of their township for an extension to the Tachikawa air base. A Japanese Government survey team and 1,700 policemen fought their way through what amounted to a human wall in order to drive symbolic stakes into the centre of the township. The U.S. Air Force requires extended runways in order to meet the demands of the latest jet aircraft, and the Japanese Government is under an obligation to build them under the terms of the mutual security treaty with the United States. The spectacular protest by the citizens of Sunakawa, encouraged by clever nationalist and Communist propaganda, is only one example of the growing restiveness of the Japanese against the continued allied occupation.

SEVENTH TIME LUCKY—THE PRESIDENT OF FINLAND RETURNS FROM MOSCOW : President Paasikivi, the eighty-five-year-old head of the Finnish State, and his wife wave to a huge crowd from the steps of their residence in Helsinki. The President had just returned from talks with Russian leaders in Moscow. This was the seventh occasion on which President Paasikivi had been to Moscow and, as he pointed out, it was the first time he could return really satisfied. Without attaching any conditions, the Russians have agreed to hand back to Finland the naval base of Porkkala, near Helsinki.

AUSTRIAN TROOPS GARRISON VIENNA FOR THE FIRST TIME SINCE 1938 : Members of the first formation of the new Austrian Army arriving at Schönbrunn Barracks, Vienna, immediately after British troops had vacated them. The unit, which is motorised, took over the garrisoning of Vienna when the last of the British forces left in accordance with the terms of the Austrian State Treaty.

THE RED-WHITE-RED FLAG OF AUSTRIA IS RAISED : Standing at the salute at Schönbrunn are, from left, Brigadier E. A. Howard, General Emil Libitzki, in charge of military affairs, and Major F. Biersack. Sir Geoffrey Wallinger, the British Ambassador, was also present at the ceremony.

On right—

THE SULTANA OF JOHORE IS CROWNED DURING THE SULTAN'S JUBILEE CELEBRATIONS : The eighty-two-year-old Sultan and his forty-year-old, Rumanian-born Sultana sit on their thrones in Johore Bahru after the Sultana had been crowned by the acting Mentai Besar. The ceremony was part of the Diamond Jubilee celebrations of the Sultan. In a speech the Sultan referred scathingly to his people's eager "clamour for freedom and independence." As a result of this speech Abdul Rahman, the new Chief Minister, who was present, boycotted the remainder of the Jubilee celebrations.

AN INFORMAL MOMENT FOR PRESIDENT TITO AND HIS GUESTS : Marshal Tito introduces the Brazilian Ambassador to his wife, Madame Broz-Tito, as Queen Frederika of Greece looks smilingly on, extreme right. Beyond, Frau Wodak, wife of the Austrian Ambassador, shakes hands with King Paul of the Hellenes. This picture was taken by Herr Wodak at a reception in the White Palace, Belgrade, during the visit of Greece's King and Queen to Yugoslavia.

PRESERVED FOR THE NATION

A Stretch of Cheviot Country Becomes a National Park, and a Sussex Common is Given to the National Trust

Subject to confirmation by the Minister of Housing and Local Government, Britain's ninth National Park was designated as such last week by the National Parks Commission. It is the Northumberland National Park, which comprises most of the Northumbrian uplands, from the Cheviot Hills in the north to a section of the Roman Wall at its southern extremity. The Northumberland Park Planning Authority will have special duties and powers for preserving the beauties of the area and improving its amenity to the public. Among the first items which the Authority will be expected to provide are accommodation, camping and caravan sites, and parking facilities for motor-cars.

At the same time as the Northumberland National Park was designated, the Forestry Commissioners announced that they had declared a neighbouring area already under their management to be a National Forest Park. This area lies to the west of the National Park, and includes the Kielder Forest, in Northumberland, and the adjoining forests of Kershope, in Cumberland, and of Newcastleton and Wauchope, in Roxburghshire. It will be known as the Border Forest Park.

As a joint announcement by the National Parks and Forestry Commissions states, the establishment of the National and National Forest Parks will ensure that practically the whole of this hill country will be administered with special regard for facilities for the public.

IN THE NEW NORTHUMBERLAND NATIONAL PARK: A typical stretch of Cheviot country is seen from a point near Langlee, about three miles south of Wooler. In the background is the summit of the Cheviots, 2,676 ft., and the neighbouring hills, with Harthope Burn in the foreground. This is in the northern part of the National Park designated last week.

AMONG THE CHEVIOT HILLS: A view from Castle Hill, above Alnham, of part of Britain's ninth National Park, in Northumberland. The new park includes a section of the Roman Wall in the south.

On left—

ONE OF THE LARGEST COMMONS IN SURREY IS ACQUIRED BY THE NATIONAL TRUST: The pond at the southern end of Holmwood Common, Surrey, which, together with the rest of the property which lies to the south of Dorking and covers some 630 acres, has been presented to the National Trust.

Last week the chairman of the National Trust Estates Committee, Lord De La Warr, received the deeds of Holmwood Common, which had been presented to the Trust for the use of the public. Holmwood is one of the largest commons in Surrey. Much of it is wooded, and it has for long been a popular resort for visitors from London, because of its accessibility. From the common there are many views to delight the eye on a fine day—notably of Leith Hill and of the ridge of the North Downs by Reigate.

The permanent preservation of Holmwood Common has been assured by the joint action of the Surrey County Council, the Dorking Urban District Council and the Dorking and Horley Rural District Council. For the sum of £5,000 they purchased the property from the Duke of Norfolk and handed it over to the National Trust. Each of these councils has also agreed to provide annual funds towards the maintenance of the common in the future.

A TYPICAL BRETON CHURCH : Notre-Dame-du-Roncier is in the little market town of Josselin, in Central Brittany. This great church, like many others in the Province, has a highly ornamental spire and turrets in a similar style. From the exterior south wall carved gables protrude.

THE MOST RENOWNED CASTLE IN BRITTANY : The towers of the medieval chateau of Josselin are reflected in the River Oust. It is the home of the Rohan family, one of the oldest and proudest in France. The river here is a part of the canal from Brest to Nantes.

AN ARTIST IN BRITTANY

Drawings of a Most Attractive Part of France made During a Recent Tour

By DENNIS FLANDERS

Brittany has always attracted British artists. They find in this part of France an apparent extension of their homeland, a similarity to those Celtic parts of Britain—Cornwall and Wales—from where "Little Britain" was first colonised in the days of Roman Britain. On this and the following pages, Mr. Dennis Flanders shows some of his splendid impressions from a tour in the Breton Peninsula.

Nature provides the artist with ideal landscapes, winding lanes bounded by hedges, a rolling countryside of moors and uplands under blue-and-white skies, and, on the coast, sea mists. Small farms are engaged on a vigorous agricultural life, monumental churches rise above the old houses of bustling market towns, and round the shores are a multitude of fishing ports. Then there are the historic castles, such as that at Josselin, still the home of the Rohan family, who went there in the fifteenth century. Its proud walls and turrets are symbolic of the family whose head once proclaimed "King I am not, Prince I do not deign to be, I am a Rohan."

Each of the towns has a character of its own. For instance, Quimper is dominated by the magnificent twin spires of its magnificent Gothic cathedral. Many of its streets are narrow and twist past old houses with picturesque slate-blue walls. But it also has a wide boulevard reminiscent of Paris and a spacious, shady promenade along the side of its river, the Odet.

One of the greatest glories of Brittany is its churches. Even the smallest village seems to have a vast edifice, with an ornate exterior and a finely-carved tower or spire. The small village of Pleyben, between Quimper and Brest, boasts one of the finest of them. It has separately both a spire and a tower. The tower is unique. In Renaissance style, it is surmounted by a dome, which, in turn, is topped and surrounded by lanterns.

By the church at Pleyben can be seen, too, a form of architecture common throughout Western Brittany. This is the *Enclos Paroissial*. It is best described as a group of monuments and consists of a Calvary, a triumphal arch and an ossuary. The Calvary has many richly-carved figures, and the arch, equally ornate, has the function of a lych gate. The ossuary, or funeral chapel, derives from a Breton custom of the past, when corpses in the very small cemeteries of the churches were often exhumed to allow for resting-places for the recently dead. The exhumed bones were then reburied in an ossuary by the graveyard, or in a small chapel.

The mainstays of living for the Bretons are agriculture and fishing. Fishing ports, large and small, abound round the coasts. Douarnenez is one of the most active. It is a centre of lobster, sardine and tunny fishing, and does a thriving business in tinning its fish.

Brittany offers a wide variety of joys to the traveller from Britain, whether or not he is an artist. There are similarities to his own land, but there are also differences in this most picturesque part of France. The people, in their colourful local dress, are hospitable hosts. It is only a night's journey from Southampton, and once in Brittany one has the best of "home" and "abroad."

A SCENE REMINISCENT OF CORNWALL : The twin towers of the cathedral at Quimper rise above the medieval slate houses, reminding the artist of Truro. But the main part of Quimper's Cathedral of St. Corentin was built between the thirteenth and fifteenth centuries and contains many treasures, including fifteenth-century glass in the choir. However, the spires on the towers are comparatively modern. The whole town is very attractive, with gay buildings, and the wide main boulevard is flanked by open-air cafés.

AN ARTIST IN BRITTANY

(*Continued*)

On right—

FAMOUS BRETON LANDMARKS : The pride of Quimper is its cathedral, the spires of which are a landmark for miles around. Here Mr. Flanders has drawn them from nearby, soaring over the buildings on one side of the River Odet and a tree-shaded promenade on the other. Quimper is in the south-west of the Breton Peninsula and it is a small port to which boats can come up at high tide from the sea twelve miles away.

THE PERFECTION OF THE BRETON SCENE : In the wide street of the village of Pleyben the haycart is symbolic of the slow-moving, traditional life of the countryside. The splendid main tower of the Renaissance church is crowned by a dome, topped and surrounded by lanterns. In front of the church is the *Enclos Paroissial*, a feature common in western Brittany. The *Enclos* is a monumental group and here can be seen the richly carved Calvary and ornate triumphal arch of the *Enclos* at Pleyben. It also includes an ossuary.

THE FISHING INDUSTRY OF BRITTANY : From the quayside hung with nets, fishermen look down on the mole at Douarnenez. The main occupation of this port is fishing, trawlers and boats going out for tunny, sardines and lobsters. Indeed, Douarnenez claims to be the leading sardine port of France. It is the centre of a thriving fish-tinning industry, with fifteen factories, but these do not spoil the charm to the visitor of its harbour and sea-front looking over the bay in the western tip of Brittany.

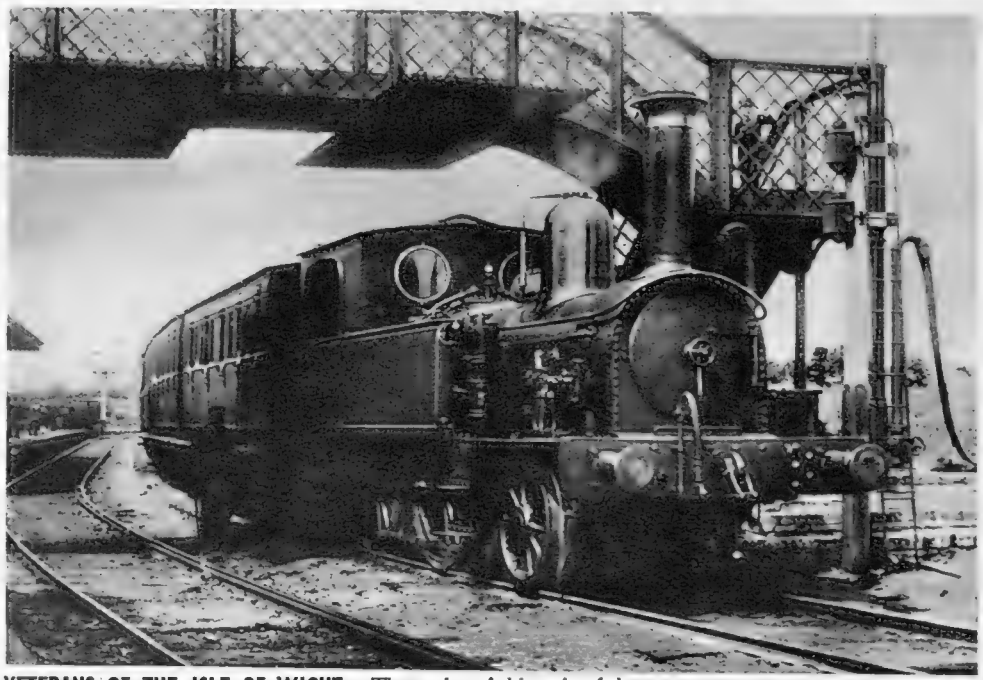
A COUNTRYMAN'S JOURNAL

By VICTOR BONHAM-CARTER

Memories of the Island.—Part of my early youth was spent at Ryde, in the Isle of Wight. In fact, I went to a dame school there, and had a spell as a youthful boarder about the age of seven, one small boy among a host of older and far cleverer girls, whose quickness and brilliance left me anchored at the starting-point. I don't think it worried me very much, for my sense of competition was negligible and I enjoyed my time.

We first arrived, my mother and I, on a wintry day in 1921 after a long journey from Constantinople. The ship berthed at Southampton, but there was a railway strike on and we had to leave the main part of our luggage at the docks. Armed solely with night things and immediate necessities we took a train to Portsmouth and embarked on the paddle-steamer to Ryde, where we arrived for a high tea. Snow lay on the ground, and the grey stucco Victorian boarding-houses did not look particularly inviting. Yet we grew to love the place. It was not absolutely crowded out in those days as a holiday resort. In the height of the season we could paddle little boats on the famous Canoe Lake, or bathe at Seaview, or wander up and down the long pier at Ryde itself without discomfort—a great contrast to this summer, when the entire North of England seemed to inhabit the periphery of the island, and the traffic was indescribable.

For longer expeditions into the interior, the railway was the best means of transport—cars were comparatively few, and buses practically non-existent. I used to love the Island railways, for there were *three* companies then, and I am indebted to Mr. Charles Anderson, of Lymington, for some expert information about them, since my memory, to say the least, is hazy on the subject. They were the *Isle of Wight Railway* from Ryde to Ventnor, with a branch line to Bembridge, whose engines were painted brownish-red; the *Isle of Wight Central Railway* from Ryde to Newport, Cowes, Merstone, Sandown and Ventnor West, with black engines; and the *Freshwater, Yarmouth and Newport line*, which had two green engines.



VETERANS OF THE ISLE OF WIGHT: The engine of this train of the old Isle of Wight Central Railway at Newport Station was built by Beyer Peacock and Company in 1898. *On right*—Locomotive No. 11 was built for the London, Brighton and South Coast Railway in 1878 and transferred to the I.W.C.R. in 1902. It returned to the mainland in 1947 and is still in service.

The three companies were absorbed into the Southern Railway in 1923 and even then it was considered a great loss in terms of individuality, attractiveness and personal service. Of course, such talk could largely be discounted, for the Southern rehabilitated the tracks, renewed the rolling stock and generally brightened things up. Under nationalisation, however, some real damage has been done. Three branch lines have been closed already, and a fourth is now being threatened. Indeed, the survival of the whole system is in doubt.

During a visit to West Wight last month, I thought how senseless it was to deprive the Island of a useful means of transport when the roads are already jammed with vehicles. True, nobody used the railways much in winter, but in summer they did and still do—those that remain. There would be no need to maintain any but the important stations, merely run diesel cars and let the conductor take the fares. You could also do away with all level-crossing gates and have traffic lights instead. In France they keep most of their light railways going in this way. Why can't we do it here?

A Suffolk School Inspector.—I have just been reading the delightful memoirs of the late A. J. Swinburne, a relative of the poet, one of the pioneer band of H.M. Inspectors of Schools—H.M.I.s as they are commonly known. Swinburne retired in 1911 after thirty-five years' work in the Lancashire and Suffolk village schools, mostly the latter, and so he must have started his career shortly after the passing of the great Education Act of 1870. Before that date all education was provided by voluntary schools, and it was estimated that at least a million children between the ages of six and ten never got any schooling at all.

It is not surprising then to find that standards were low, and that the inspector on his rounds met every kind of opposition and prejudice, on the part both of the teachers and of the school managers. But Swinburne was a happy mixture of idealism and humanity, and he took everything as it came with the utmost good humour.

He tells an infinite number of anecdotes, some of which I cannot resist reproducing here. One manager greeted him: "Such a dreadful year—master's wife, bronchitis—mother-in-law, cancer—staying with us—and to crown it all—*you've* come."

On another occasion, after an inspection, he decided to withhold the geography grant. The chairman of the managers, the parson, sent him this note: "Your report was sadly too disappointing, however we look higher." An appeal to the Board of Education proving fruitless, the chairman wrote again to the effect that "there is a Higher Tribunal than the Education Department." However, it did not procure him the geography grant.

Teachers, too, had their lighter moments, but the children gave the best fun of all. Bucolic and oafish as many of them seemed to be, especially in Suffolk, they were also extremely shrewd. In one school the teacher asked pompously: "Specify the names of some of the animals that went into the ark." A long silence, then one hand went up—"Please, sir, a *worrrm*." "Well, yes—but surely you can——." Another long pause, then the same hand again: "Please, sir, another *worrrm*."

Finally, the female pupil-teacher (qualifications, able to read and write and had been vaccinated) who wrote "Queen Elizabeth walked to the scaffold leaning on her father's arm. The axe fell and all was over."

SHOWTIME IN AN OXFORDSHIRE MARKET TOWN: A view of the traditional fair in Thame High Street during the eighty-eighth annual September Thame Show. The other sections of the show, including the agricultural and horticultural events, were held in the Recreation Ground.

Muck and Magic.—Some people honestly believe we are destroying our soil by the use of artificial fertilisers and chemical sprays, our stock by the use of modern drugs, and so ultimately ourselves. They advocate a return to "natural" methods and cures. In farming this means, for example, manuring almost exclusively with dung, compost and non-synthetic mineral fertilisers (hence the pungent label at the head of this paragraph, usually applied to this school of thought); it means fasting sick animals and drenching them with herbal infusions, and so forth. The idea is to create the means whereby the normal recuperative powers of the body can reassert themselves. I certainly do not propose to enter this controversy. I am neither an orthodox agricultural scientist nor a herbalist, and have nothing to say either way, except to admit that I adhere in some respects to both schools. On my farm I try to put back as much humus into the land as possible, but I also use compound fertilisers and foods. Our cows get garlic pills and, when necessary, penicillin. I think the majority of farmers run with the hare and hunt with the hounds in this way.

For me the interesting thing is the ramifications of this Back to Nature movement, as applied to the general civilisation of the countryside. Its leading exponent was, I suppose, H. J. Massingham, until his death in 1952. Massingham was a journalist by profession and an artist by instinct. It was this instinct that drove him into the countryside to champion the dying cause of the craftsman, and the obsolescent arts of the field.

For him the old way of life was a means of expression. A set of shining plough harness, a strong, new, hand-knit rope, a plashed hedge, a corn rick, properly built and thatched against the weather with perhaps a traditional ornament or two—in such ways nearly every countryman was able to reveal his skill and his soul. Massingham thought, therefore, that the loss of the old techniques was a tragedy, not only on technical grounds—for after all there is no doubt that modern farming is more efficient than the old—but on cultural and religious ones. When the labourer became a machine minder, and the craftsman a mechanic, they lost their souls. The evidence of this, Massingham would say, lies in the way we have developed the countryside in the last fifty years—in tin sheds and mean sporadic building, in litter and all the hideous accretions of modern life, and of course in the empty churches and the attitude of man towards his work.

After Massingham.—Massingham, I believe, was right. The Industrial Revolution, which has now caught up with nearly every human activity, has altered our standards of taste and many of our fundamental beliefs. But we cannot leave things in a state of suspense. Either we accept sophistication and make the most of it, or, like Massingham's friends and followers, we merely accept what we must and reanimate the past so far as it is possible to do so. But there are many practical difficulties and contradictions for those who take this line.

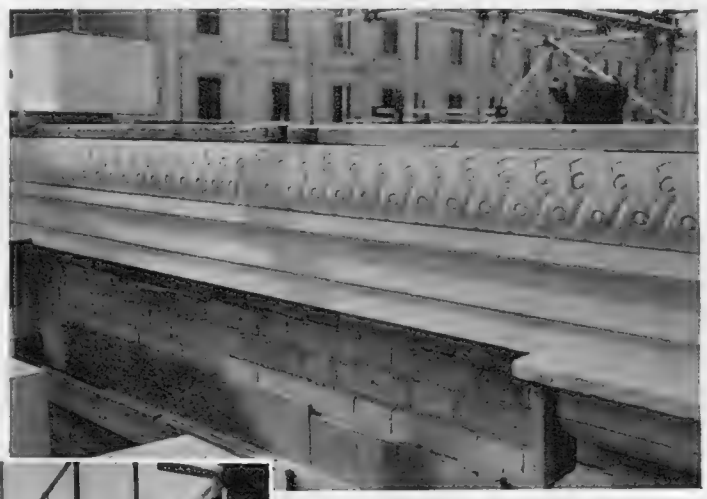
The man, to my mind, who has assumed Massingham's mantle is Rolf Gardiner, the Dorset landowner. Gardiner is an original character with plenty of ideas of his own. For one thing he has had close ties with Germany all his life, and that is a country where sophisticated people have always encouraged and enjoyed the unsophisticated arts, and generally without artifice.

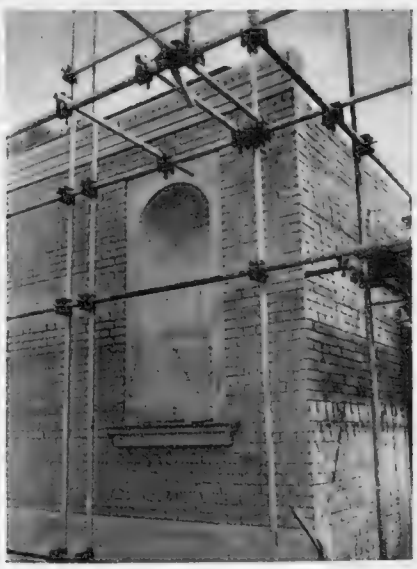
To sing, dance, and live a communal rustic life has been a normal activity for young Germans of every class for very many years. It is true that the Nazis exploited this trait and turned it to bad account, but that is not necessarily an adverse criticism. But it does, I think, point the old moral that emotion must be tempered with reason in any approach to life, and that in the last resort the Germans have always let their hearts rule their heads, sometimes with terrible consequences. In England, on the other hand, an excess of emotion merely ends up in futility, and we suffer from the opposite fault—a stultifying of the imagination and a cynical abandonment of our precious heritage of natural and ordered beauty.

CLOISTERS WILL LEAD TO BIRDCAGE WALK: Scaffolding surrounds the walls of the cloisters being built in Wellington Barracks, London, as the War Memorial for the Household Brigade. In the centre right, above the steps, is the temporary building of the Guards' Chapel. 133 people were killed when the Chapel was destroyed by a flying bomb eleven years ago. The Barracks are near Buckingham Palace.

On right—

A HAND-CARVED FRIEZE: It will run round the top of the cloisters. The Memorial has been designed by Mr. H. S. Goodhart-Rendel, C.B.E., P.P.R.I.B.A., of Messrs. Goodhart-Rendel, Broadbent and Curtis, architects.





AN EXTERIOR NICHE: It is one of five in the west elevation and will face the Parade Ground at Wellington Barracks.

On left—

THE EAST ELEVATION: When the cloisters are completed, three French casements will open here on to a garden. In the fabric of the background is a section of the ruins of the bombed Guards' Chapel.

The War Memorial at Wellington Barracks

Cloisters are being Built in London in Memory of the Dead of the Household Brigade

The Household Brigade (the Household Cavalry and the five Regiments of Foot Guards) have chosen Wellington Barracks for the site of their War Memorial. By the side of Birdcage Walk and close to Buckingham Palace, cloisters are being built which will eventually form an entrance to a new Guards' Chapel. The old Guards' Chapel, of 1878, was almost completely destroyed by a V.1 flying bomb on June 18, 1944. It was a Sunday morning, a service was in progress and 133 people were killed. Plans have been made for rebuilding it. Meanwhile, services are held in a temporary Chapel.

On the War Memorial cloisters work has already made good progress and will be finished early next year. It is expected a dedication ceremony will be held in the spring. The Memorial will have five domes, and from one side of the exterior walls three French casements will open on to a garden. The architect is Mr. H. S. Goodhart-Rendel, C.B.E., a Past-President of the Royal Institute of British Architects.

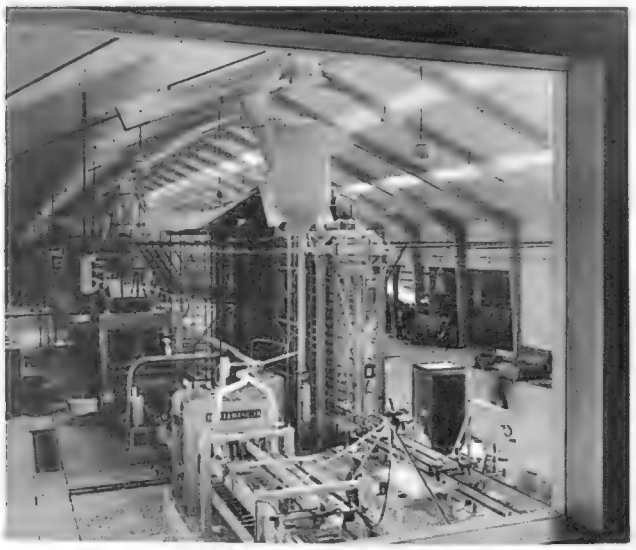
A DOME ON THE ROOF: Masons are fitting one of the five domes which will form the roof of the War Memorial cloisters, to be dedicated in the spring of next year.

The Home News in Pictures

FROM ENGLAND AND SCOTLAND

THE VISIT OF THE DANISH ROYAL FAMILY TO LONDON AND OTHER PICTORIAL NEWS OF RECENT EVENTS

THE HEIR TO THE THRONE OF DENMARK ON HER WAY TO SCHOOL IN HAMPSHIRE : Fifteen-year-old Princess Margrethe of Denmark is presented with a bouquet by Miss Dagmar Brockenhuus-Schack before the annual dinner and dance of the Anglo-Danish Society in London. On the left are her parents, King Frederick of Denmark and Queen Ingrid. *On right*—The Princess and her mother walk in a London street before Her Royal Highness set out for her first term at North Foreland Lodge School, near Basingstoke. Originally the school was at Broadstairs. Among the pupils there was the present Queen of the Hellenes.



WHERE "MAN-MADE TIMBER" IS PRODUCED IN SCOTLAND : A view of some of the complicated plant used in the new factory which has been built at Annan, near the Scottish border.

THE PLEASANT NEW FACTORY AT ANNAN, IN SCOTLAND : The boards produced at this factory, built by the Airscrew Company and Jicwood Ltd., make a substitute for timber which would otherwise have to be imported.

A NEW DOCK-GATE IS TOWED TO THE RIVER HUMBER : The first of a pair of new dock-gates, built for the Humber ports by Head, Wrightson and Company, is seen on its way to the docks after being launched. Weighing 190 tons, the new welded gates, which measure 54 ft. by 50 ft. and are 8 ft. thick, are to replace the old riveted gates installed by Head and Wrightson in 1908.

Annan, a small burgh on the Anglo-Scottish border, has had a most turbulent history, and in days gone by was repeatedly burnt to the ground by invading English armies. Now, for perhaps the first time in Annan's warlike history an invading army of Englishmen—admittedly they are only craftsmen, technicians and engineers—are thoroughly welcome as their heavy lorries, loaded with machinery thunder through the High Street. For the Airscrew Company and Jicwood Limited, of Weybridge, Surrey, have all but completed one of the most modern factories in the country to specialise in the production of "Weyroc Man-made Timber." Strangely enough, the new factory has been built on a site which, back in the days of warfare, was a vantage point for the burghers of Annan to keep watch for hostile English raids.

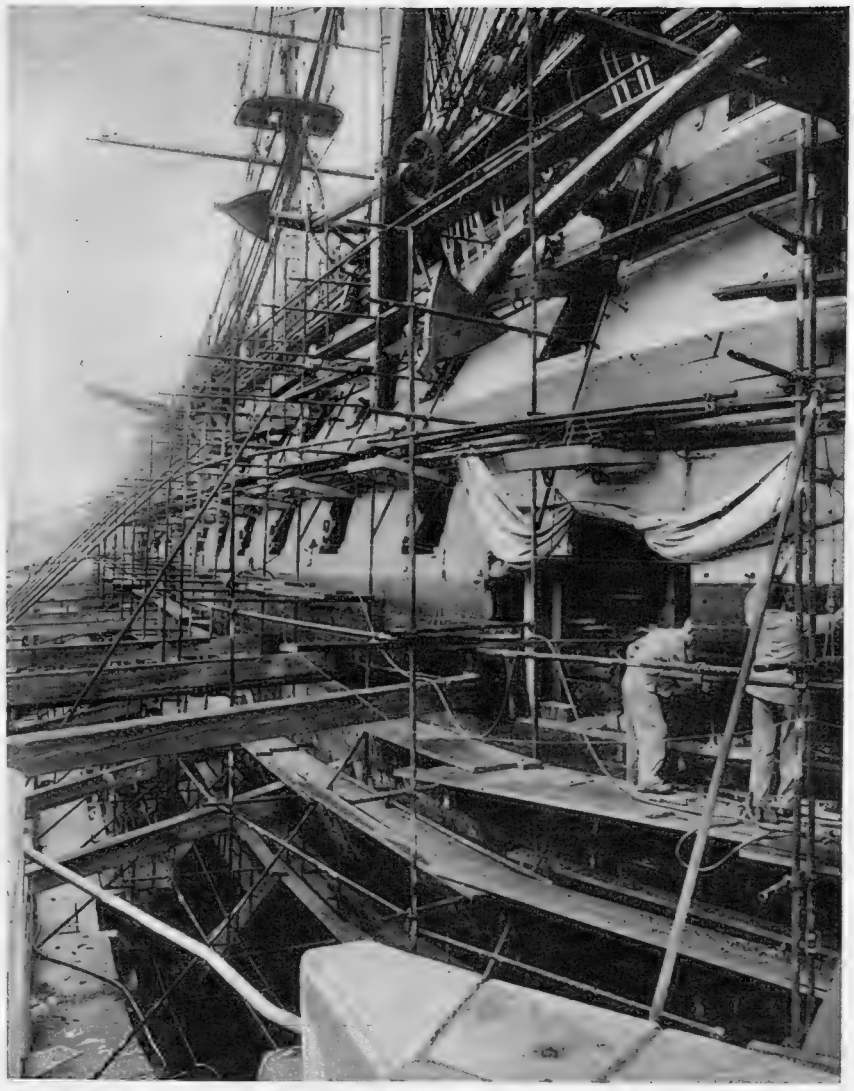
The Weyroc process is one where various grades of timber which otherwise would be wasted are passed through extremely efficient and almost human machines which break up the timber into small pieces known as chips. These chips are afterwards mixed with high-grade resin and then pressed by hydraulic presses into an extremely durable and sturdy type of board which can be used in an infinite number of ways in the many housing schemes in hand all over Scotland and England. The dimensions of these boards are 8 ft. by 4 ft., and they form an admirable substitute for timber which in many cases would have to be imported.

Not only are they most useful for general purposes such as flooring and partitions, but they can also be treated with various veneers that make them extremely attractive for panelling work.

Quite obviously, this new factory will be of the utmost importance to Scotland, for, apart from its being the first factory of its kind in the country, it is also the first factory in Great Britain to make extensive use of forestry thinnings. In addition, it will give employment for at least 120 people in Annan and provide a new and valuable outlet for Scotland's woodland produce.

Already, over 1,000 cub. ft. of timber is being supplied every week to the factory from the near-by Forest of Ae, which lies a few miles to the north-west of Dumfries, with an acreage approaching 12,000. Even at this early stage there is every indication to show that the Annan factory is the forerunner of many other factories.

LAST MAN IN AT LORD'S : A scarecrow, armed with a broom, stands guard over the newly-sown grass seed at Lord's Cricket Ground. On another part of the pitch is a second scarecrow dressed in batting pads. In previous years when seed has been sown at the end of a season, the pigeons in the area have got fat, but there has been no noticeable increase in the thickness of the grass. The two scarecrows, used for the first time this year, have so far been most successful in warding off the birds.



THE START OF TWENTY YEARS' WORK ON H.M.S. "VICTORY" : Nelson's flagship is shrouded in scaffolding as craftsmen repair the starboard side at Portsmouth. *On right*—Where the woodwork is crumbling. Workmen cut away the rotten oak near the bows of the ship, one of the most badly affected parts. A short while ago, the ship was treated against death-watch beetle, but a further survey has revealed the presence of dry rot, caused, it is believed, by the use of unsuitable timber while the ship was afloat. It is estimated that repairs will take some twenty years to complete and will cost about £500,000.

A NEW RESERVOIR FOR A NEW TOWN IS OPENED BY THE DUKE OF NORFOLK : The pump-house of the new Weir Wood Reservoir which will provide water for the new town of Crawley. The reservoir, which was opened officially last week, was built within fifteen months and comprises a vast lake, 40 ft. deep and 1,500 ft. wide, created from a small stream, the Upper Medway. The scheme cost £1,500,000 and entailed the laying of 22,000 yards of water-mains. The treatment works of the reservoir are among the most modern in the country. Every day, Weir Wood will supply 3,000,000 gallons of water, which will be used by East Grinstead, Nutley and Cuckfield as well as by Crawley. The population of the new town is now 30,000.

HUMAN FLIES AT HIGH WYCOMBE : A team of steeplejacks clamber precariously over the masts and wires of the new radio station built for the United States forces at Wingston Wood, near High Wycombe. The men have been engaged to paint the seventeen radio masts, each of which rises 110 ft. above the ground.

THE AUTUMN SHOW OF THE ROYAL HORTICULTURAL SOCIETY AT WESTMINSTER : Visitors admire the gaily-coloured exhibits at the two-days show, which filled both the Halls of the Royal Horticultural Society. Throughout the show there were reminders that autumn this year is slow in coming, and there were fine exhibits of roses and hardy flowers. Greenhouse plants were shown in great numbers, and among these the perpetual flowering carnations were popular.

RESTORING A CITY CHURCH

Work Goes Ahead at St. James Garlickhythe; A New Roof at Euston; The Kennel Club's New Home

Among the City of London churches undergoing restoration at the moment is the church of St. James Garlickhythe, in Upper Thames Street. Much of the exterior and interior is encased in scaffolding and the work there is extensive. After the damage during the war, services continued at the church until it was found that the roof had been attacked by beetle. The church was then closed and the congregation transferred temporarily to St. Mary Aldermary, which is now a Guild Church in the parish of St. Mary-le-Bow. The complete overhaul of the ceiling and roof forms one of the major repair tasks at St. James. While this is being carried out, a temporary tin roof has been erected over the building to protect the interior from inclement weather. St. James Garlickhythe was built by Wren and opened in 1687, although the first mention of a church on the site goes back to c. 1170. It has six columns forming a narrow aisle on each side, broken in the centre to form shallow internal transepts. Prior to the damage there were some fine examples of wood-carving. Under the bold and imaginative scheme for the replanning of the City churches, St. James Garlickhythe will continue to serve as a parish church.

THE CITY CHURCH OF ST. JAMES GARLICKHYTHE IS BEING RESTORED AFTER WAR-TIME DAMAGE: The interior of the church looking towards the Sanctuary and showing the temporary "workshop" set up between the choir stalls.

THE RESTORATION OF THE CEILING AND ROOF IS UNDER WAY: All the ceiling at St. James Garlickhythe has to be restored during the present extensive work. To reach it a large platform for the workers has been built with scaffolding.

THE KENNEL CLUB'S NEW LONDON HOME IS UNDER CONSTRUCTION: It is being built on a site once occupied by four houses in Clarges Street, and adjoins the present headquarters at 84, Piccadilly. When it is completed by about the middle of 1956 the building will accommodate the Kennel Club, the Ladies' branch and all the offices and records which are at present housed in three separate offices in London. The building is expected to cost about £80,000 and the contractors are Gee, Walker and Slater, Ltd. When the Kennel Club started in 1873 it was housed in two rooms in Victoria Street. Since then its growth has been so marked that at present its annual registration is about 100,000. Cruft's annual Dog Show is arranged from the Kennel Club's headquarters.

On left—

A NEW ROOF AT EUSTON STATION: Specially designed for the better dispersal of smoke and steam, it is being erected over platforms 3, 4, 5 and 6. It is of the jack vent type and costs £20,000. The roof, which is part of the extensive improvement plan for Euston, covers an area of 35,000 square feet, and includes 2,500 sheets of glass.

THE EXTERIOR OF A NEW GRAMMAR SCHOOL IN NORTHAMPTONSHIRE: In this picture of the recently-completed grammar school at Corby the teaching wing is on the left and the gymnasium on the right.

When term began for 540 schoolboys and girls at the grammar school in Corby, Northamptonshire, last month, they entered into a magnificent new building which, for its spaciousness and light, compares very favourably with many of the other splendid schools now being erected in the United Kingdom. The airy assembly hall is its focal-point; there is a large section of classrooms, with many large windows; and also there are a well-equipped science wing and a gymnasium. The exterior is by no means unpleasing.

The contractors for this task were Messrs. Robert Marriott Ltd., of Rushden. They have carried out the undertaking in a remarkably short space of time. Six-and-a-half months ago only the bare concrete frame of the building was in position. The authorities hoped that some part of the school would be finished in time for the opening of the new school year this September. However, the builders set to work and finished not a part, but the whole of their task by the middle of last month.

THE ASSEMBLY HALL: It is an important part of the new Corby grammar school built at a cost of £150,000 for 540 boys and girls.

FOR SAILORS AND SCHOOLCHILDREN

A New Seamen's Home in Belgium and a Grammar School in England

On left—

THE LATEST SEAMEN'S HOSTEL IN ANTWERP: Seven storeys rise behind the impressive portico of this building, which was opened by the Belgian Government this summer. It embodies many up-to-date features and welcomes sailors of all nationalities. There are 120 bedrooms, each fitted with hot and cold water and a shower and a bath. A member of a ship's crew will find here much entertainment, including a bar, a dance hall (with hostesses provided), billiards, table tennis, a skittle alley and a gymnasium. The cost is 12s. a day for bed and breakfast and 18s. for full board. The Scandinavian countries have now taken over the top-floor bedrooms for the crews of their national vessels. It is hoped that other nations may follow this example and reserve blocs for the crews of their ships.

THE NEW RAILWAY STATION IN AN IMMORTAL RUSSIAN CITY: Surmounted by a red-starred spire, the spacious and well-decorated station buildings dominate a square in Stalingrad. This picture and the others on this page were recently received in London and show how much has been done in the rebuilding of the town on the Volga which drew the admiration of the free world for its long defence against the Germans. Stalingrad was one of the decisive battles in the war.

STALINGRAD RISES AGAIN

Rebuilding Nears Completion in the Heroic City of the U.S.S.R.

THE THEATRE IN STALINGRAD: It is named after Gorky and is built behind a colonnaded front in a style familiar in Britain and other countries of Western Europe. It replaces a bombed theatre.

NEW HOMES FOR THE CITIZENS: These buildings have been erected on Metallurgists' Avenue in Stalingrad. The apartments in them are occupied for the most part by workers and other employees in a big local factory.

IN HEALTH AND SICKNESS: *Left*—A swimming-pool run by one of the official Sport Societies has been established in the Volga off Stalingrad. Along the river bank are new buildings of many kinds. The river is also a very popular centre for yachting. *Right*—The impressive Ilyich Hospital is surrounded by fine gardens. Stalingrad, with a population of some 500,000, has now been restored to its position as a leading Soviet industrial city. Before 1918, it was known as Tsaritsyn.

Commandos in Action in Cyprus

And Greece Has a Half-hour Demonstration of "Silent Protest" On Behalf of "Enosis"

A DAWN SWOOP BY COMMANDOS : An operator from No. 45 Commando, Royal Marines, searches with a mine detector for hidden arms in the village of Akanthou, in Cyprus. Behind him his colleagues are at the ready. This was part of the operation by the Marines against a village suspected of being an *Eoka* stronghold.

On right—

A HOUSE IS SEARCHED : The inhabitants stand by as the search party of Commandos leaves a house in Akanthou. The operation here was made on the largest scale to date against terrorist bands.

IN A SUSPECT VILLAGE : A party of Royal Marines, with Cyprus police accompanying them, make their way through Akanthou in their search for *Eoka* weapons. The Marines had made a night march to arrive at dawn.

Early one morning last week the inhabitants of Akanthou, in Cyprus, woke to discover their village occupied by a party from No. 45 Commando, Royal Marines. The Commandos had made a journey through the night over twisting mountain roads, finishing with a climb down steep cliffs, in order to arrive unexpectedly. For Akanthou was suspect as a stronghold of *Eoka* terrorists. The object of the operation was to discover hidden stores of arms. This was a prelude to the new determined policy to be taken in Cyprus, which is exemplified in the appointment of Field-Marshal Sir John Harding as Governor.

Also last week, in Greece, the Pan-Hellenic Committee for *Enosis* staged a demonstration throughout the country. It was a "silent protest" against the recent anti-Greek riots in Turkey.

THE "SILENT PROTEST" IN GREECE : Police mingle with demonstrators in Athens during the "silent protest" organised throughout Greece by the Pan-Hellenic Committee for Cyprus against the anti-Greek rioting in Turkey. For half an hour work stopped.

COMMANDOS ON DUTY : The party of Royal Marines, accompanied by police, has searched the shop of a carpenter in Akanthou. Some of the men of the village watch them without any marked signs of hostility.

ROCKALL BECOMES BRITISH : Lieut.-Commander D. Scott, Royal Navy, and Corporal A. Fraser, of the Royal Marines, hoist the Union Jack over the barren islet of Rockall, in the Atlantic Ocean. The step of annexing the rock was taken to ensure that no other nation can object to the guided missiles which will soon be speeding over Rockall islet.

H.M.S. " VIDAL "—THE SHIP FROM WHICH THE LANDING WAS MADE : The *Vidal*, of 1,565 tons, is the latest survey ship to be built for the Royal Navy, and was commissioned two years ago. The helicopter, by which the landing was made, can be seen on deck.

TWO OF THE MEN WHO MADE THE PRECARIOUS VOYAGE : Mr. James Fisher (left) is a well-known ornithologist. On the right is Commander Richard Connell, the *Vidal's* captain.

ROCKALL JOINS THE EMPIRE

A Royal Naval Landing Party, with the Help of a Helicopter, Annexes a lonely Atlantic Islet

Rockall, the lonely islet in the North Atlantic, has for some years enjoyed a fame out of all proportion to its importance. As the name of a meteorological " sea area," the rock has become known to many. Last week, however, it made headline news on its own account, for it became the latest addition to the British Empire. A party of sailors and an ornithologist from the Royal Naval survey ship *Vidal* were lowered on to the rock from a helicopter and it was formally proclaimed a British possession. The landing party hoisted a Union Jack and left behind a plaque commemorating their landing.

The landings were made from a Westland Dragonfly helicopter which made, in all, eleven flights to take the landing party to the rock. A twelve-knot wind was blowing at the time and the men were lowered from the helicopter on to a small ledge, 20 ft. long and 6 ft. wide, 12 ft. below the summit. The landing party spent three hours on the rock erecting the flagstaff, cementing the commemorative plaque into position and gathering geological and biological specimens. The journey back was made in steadily deteriorating weather and skilful piloting was required to land the helicopter on the *Vidal's* deck, which was rising and falling some 12 ft. in the heavy seas.

This unusual step was taken, said the Admiralty, because the rock came into the range of the missile-testing grounds which are to be housed on the island of South Uist, off Scotland. If, when guided missiles are flying over the islet some time next year, another nation were to annex it, then that nation could complain of the missiles.

Seventy feet in height and some 250 ft. in circumference, Rockall is usually surrounded by an Atlantic swell, which makes landings dangerous. The sheer sides of the rock have also helped to guard against the presence of man. These snares were overcome by the helicopter, which thus added yet another role to its already long list of uses.

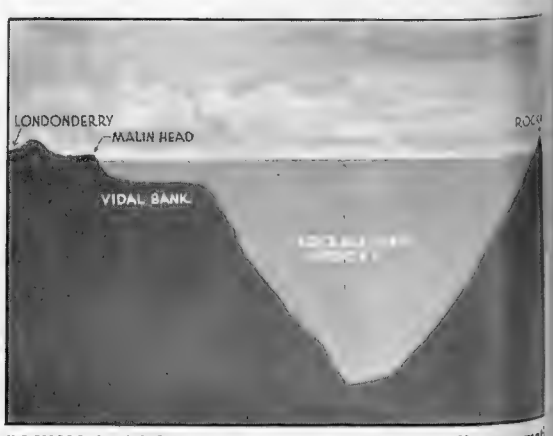
The existence of the rock has been known for many hundreds of years to mariners. It was first mentioned in a book written in 1698, but the first official landing was not made until the year 1810 by a party from H.M.S. *Endymion*, commanded by Captain Basil Hall, R.N. This was the most successful landing before that made last week, and the summit was reached. Other less successful landings were made in 1852, 1921 and 1948.

The exact position of Rockall was not known until the beginning of the nineteenth century, when the landing party from H.M.S. *Endymion* calculated that it lay 250 miles west of the Hebrides. Many times before this it had been mistaken for a ship under sail and more than one naval frigate had given chase. Captain Hall, whose landing has been mentioned above, had made this mistake not once but several times. Even after the rock was charted, several vessels foundered on the dangerous reefs surrounding it. In the days when navigation was mainly by magnetic compass many ships found themselves sailing off course because the granite of the rock had affected their compasses.

The only inhabitants of the rocks are birds, and it has, therefore, been of great interest to ornithologists. Perhaps one of the greatest experts on the bird life of Rockall is Mr. James Fisher, who accompanied the *Vidal* as scientific adviser and who was one of those to make a landing. In 1947, Mr. Fisher had made a series of nine low-level runs over the rock in an aircraft and from his observations was able to confirm that the majority of birds there were guillemots. His findings from his latest visit have not been made known, but it is hoped that he will be able to say for certain whether the islet is a breeding ground or merely a summer resting place.

The Royal Navy's latest landing on the rock should provide information to put an end to the many legends told about the rock, as well as adding a famous unimportant piece of land to the British Empire.

ROCKALL DURING THE YEARS OF THE SECOND WORLD WAR : This picture, which first appeared in " The Sphere " in November 1943, shows part of a north-bound convoy passing the rock. This route past Rockall was for the first years of the war a closely-guarded secret. Many German submarines were sunk in the Rockall Deep during the Second World War.



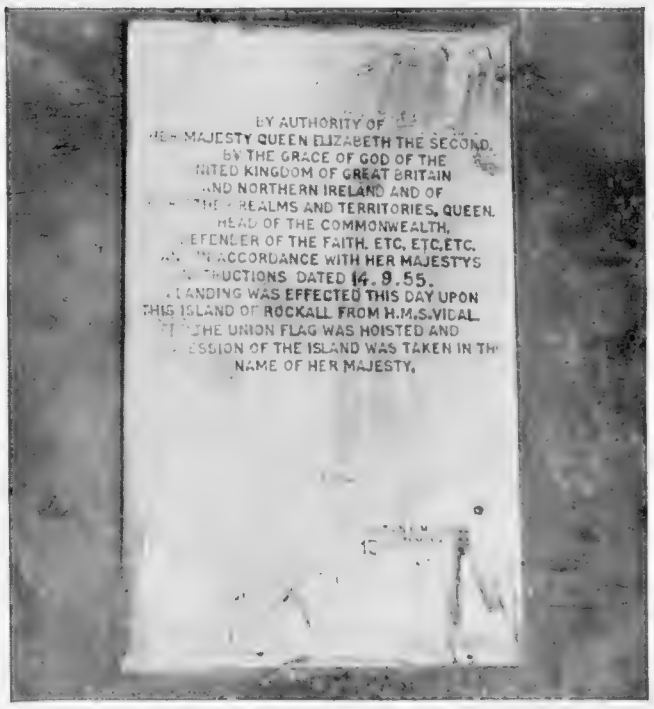
ROCKALL ROCK AND THE ROCKALL DEEP : This diagrammatic sketch shows the ocean depression lying between the north Irish land shelf and the lonely, bird-haunted peak.

Above and *on left*—

TWO VIEWS OF THE LONELY ROCK IN THE NORTH ATLANTIC : The sheer sides of Rockall make a landing a difficult and dangerous task. Only four landings were recorded before that made last week by the Navy. The men from the survey ship *Vidal* were lowered onto the lonely Atlantic rock one by one from the ship's helicopter, thus saving much dangerous rock-climbing.

HOME WITH SOUVENIRS : Four of the men who took part in the landing examine pieces of the rock after their return. Second from the left is Lieutenant R. Leonard, the helicopter pilot.

RECORDING THE ANNEXATION OF ROCKALL : Lieut.-Commander D. Scott, Sergeant B. Peel and Mr. James Fisher are seen as they cement the commemorative plaque into place. Mr. Fisher, a well-known ornithologist, has flown over the rock several times before to study the bird life, but this was his first landing.



"BY AUTHORITY OF HER MAJESTY . . ." : The plaque which was left behind after the landing and annexation had been effected. It was cemented firmly into the granite face of the lonely rock.

OBAN—A NATURAL HARBOUR IN ARGYLLSHIRE: This is one of the better known of the many small seaports and harbours which cover the rugged Scottish coastline. The sheltered bay needs no sea walls and the island of Kerrara makes a natural breakwater. Oban is very popular as a tourist resort.

THE HARBOURS OF SCOTLAND

SOME OF THE PICTURESQUE HAVENS WHICH ABOUND AROUND THE DEEPLY-INDENTED SCOTTISH COASTS

For many hundreds of years the main source of income for the majority of Scotsmen came from the sea. A seafaring race needs harbours, and Scotland has them in plenty, from the tiny, rock-bound havens of the north-west to the busy east coast fishing ports, where the main interest centres on the boats; and where all the lanes and wynds lead down to the quayside.

There is something fascinating about any harbour. Few people can resist the urge to get their elbows on the wall and just watch, for there is always something to see. Men working on the boats; small craft casting off or coming in; mysterious hammering and curses floating up from the engine-room of a drifter; and the young and obviously inexpert "owners" fixing up a highly-prized small yacht.

In winter time tragedy sometimes stalks at the harbour, when the fishing boats are out and an awkward gale blows up. Then the bulk of the village population waits on the quay, hoping that their men can win through to the shelter. Sometimes the elements win and a boat capsizes within sight of the silent, waiting throng. Even the lifeboat is not immune, as two sad cases showed recently when men were drowned within sight of their homes.

But in the long and lazy summer evenings all the perils of winter are forgotten, and the harbour is the place for gossip, relaxation, perhaps a little work and then a slow movement to the quayside bar, where burly shoulders and loud voices fill the low-roofed rooms.

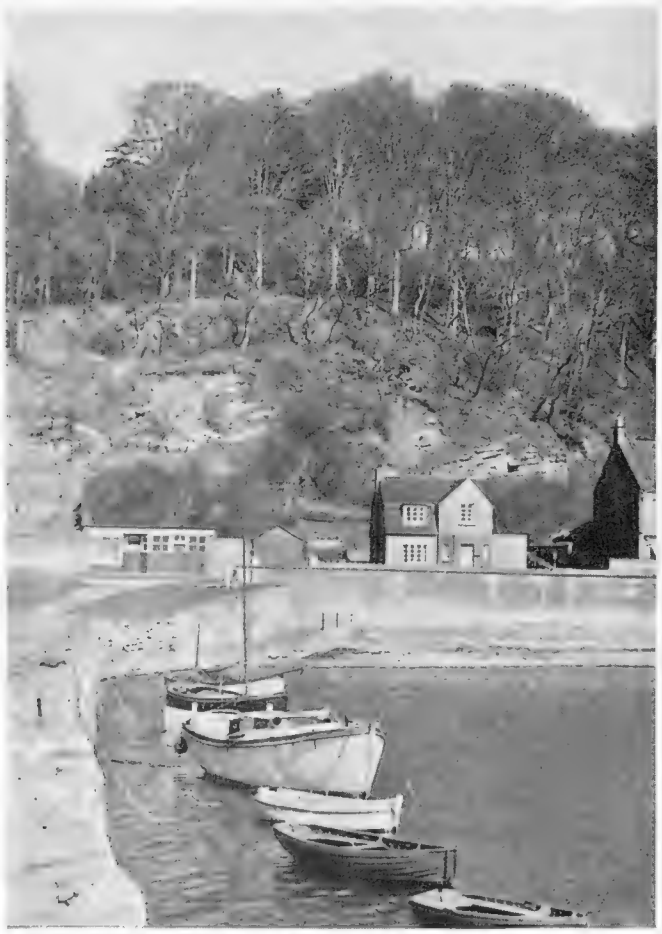
The east coast ports have perhaps the busiest, cheeriest harbours, for the fishing boats always bring a bustling air to their home haven. Saddest are the little harbours, now disused, which once were crowded and prosperous. A dead industry, a shift of population or other cause can turn a thriving port into a ruckle of rusting derricks and corroded mooring rings.

The little harbours at Easdale and Ellanbeich, in the Slate Islands, have suffered like this. Once busy with the export of slate, they are now deserted, their quay walls built of the very material for which the demand has slackened.

On the upper shores of the Firth of Forth are other drowsy little havens, once busy with shipbuilding and the export and import trade with the Continent. Limekilns, Charlestown, Culross; all important places when the Scottish kings were at Dunfermline, are now mouldering in the sunshine, surrounded by the spoil of worked-out pits and the traces of the salt-pan industry.

This can also be seen on the Solway shore, where many of the one-time busy harbours are silted up and useless. There is Portpatrick, the fine haven which was nearly the port for Ireland instead of Stranraer, and on which half a million pounds was spent before the project was abandoned. And Kirkcudbright, with its river harbour on the Dee, now at last becoming busier as a new industry demands an inlet from the sea.

Wherever a community is found on the shore, there will be a harbour, however small, like the tiny shelters found at Lunga, on Loch Melfort, or Portincross, in Ayrshire. But large or small, the harbour will be picturesque and full of interest, for nearly everybody likes messing about in boats—or watching others at the job!

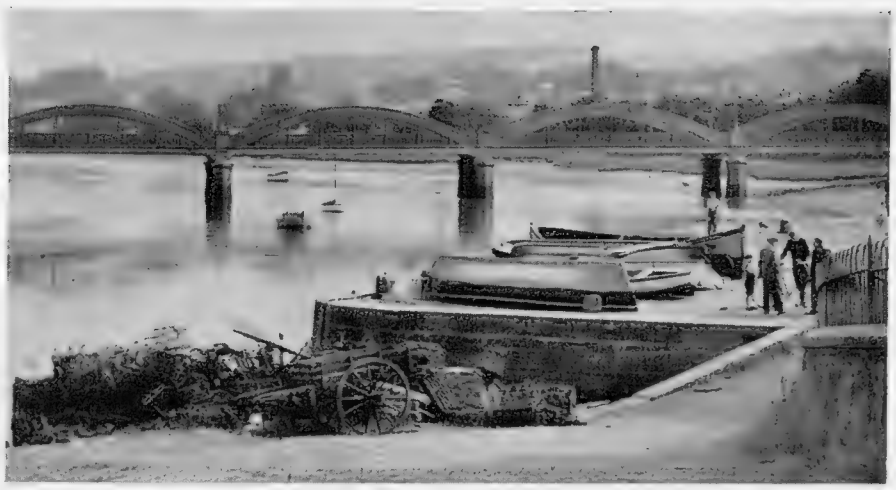


A ONCE-BUSY HARBOUR IS NOW A PEACEFUL HAVEN: Limekilns, in Fife, was, when the Scottish kings sat at Dumfermline, a busy and important place. It is little used nowadays.

A SMALL SEAPORT MAINLY CONCERNED WITH FISHING: Pittenweem, in Fife, has as its chief industry fishing and fish-curing. The town was created a Royal Burgh in 1542 and has a population of some 2,000 people. Most of the ports along the east coast are concerned with some form of fishing.

GOUROCK AND THE COWAL SHORE: A great centre for steamer trips and boating of all kinds, Gourock, which is well protected against the boisterous westerly gales, is situated on the river Clyde.

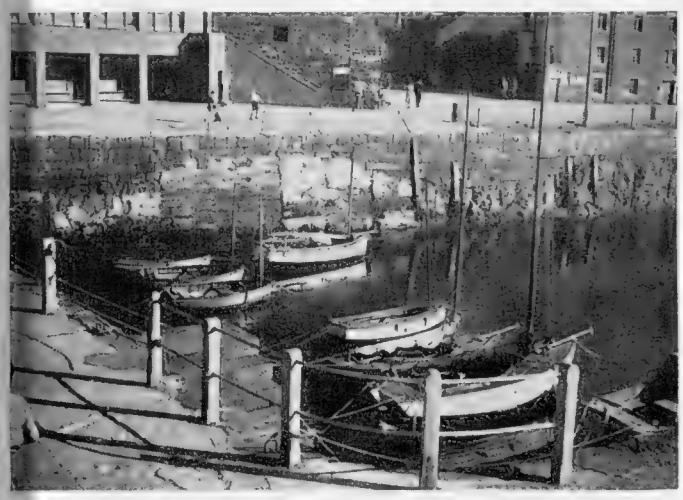
SOUTH QUEENSFERRY—A LITTLE-KNOWN HARBOUR IN THE SHADOW OF THE FORTH BRIDGE: Although only nine miles from Edinburgh, few tourists make their way to Queensferry. There is much of architectural and historic interest.



KIRKCUDBRIGHT—THE BIRTHPLACE OF PAUL JONES: Once an important Port, Kirkcudbright is little used today except by small boats. The old town is proving an attraction to artists. Paul Jones, the American naval hero, was born there in 1747.

STONEHAVEN, IN KINCARDINE: This is a popular seaside resort and the small double harbour is much used by fishing-boats. The ancient ruins of Dunnottar Castle are situated two miles away.

THE HARBOUR AT THE MOUTH OF THE THURSO RIVER: In the fourteenth century Thurso was one of Scotland's most important seaports, and from it most of the trade with Scandinavia was conducted. To-day it caters for the steamers serving the Orkneys and the east coast.



NORTH BERWICK, A FASCINATING EAST LOTHIAN HARBOUR: This shows the "yacht end" of the harbour, which is usually crowded with yachts and fishing-boats. It is a popular tourist resort.

A HAVEN ON THE INHOSPITABLE EAST COAST: Gourdon Harbour, in Kincardine, is set among the dangerous reefs of the North Sea coast. *Below*—The wide and spacious harbour of Elie, in Fife, dries out at low tide. Here there is a coastguard station and a flashing light on the dangerous Elieness.

A FISHING PORT ON THE WESTERN COAST OF SCOTLAND: Dunure, some ten miles south of Ayr, is one of the many small rockbound havens which abound on the deeply-indented north-west coast.

Accent on Colour, Style and Price

Although there is an Upward Trend in Prices for the New Models, there are Many Improvements, including a Wide Colour Range

By "THE SPHERE" MOTORING CORRESPONDENT

REGRETTABLY, the prices of most of the British 1956 models announced so far show an upward trend.

Hillmans, Humbers and Rovers have all gone up and the Nuffield Organisation's new M.G.A. sports two-seater costs £63 15s. more (including tax) than the T.F. Midget it replaces (though no one can deny it offers better value).

Sir William Rootes says the same about his Minx range. Biggest of the Hillman increases is £43 on the Californian and the smallest is a jump of £17—tax included—on the Special Saloon. "These increases," said Sir William, "do not cover the cost of the improvements we have made to these cars." In particular, they have given the Minxes what the Rootes Group publicity gentlemen are pleased to call a "Gay Look."

There is a choice of more than twenty-five variations of colour and trim styles, including duo-tone schemes, the effect of which, on the Minxes, is increased by a new chrome strip along the sides of the car and dividing the two colours.

Sir William says he thinks British manufacturers have been too conservative, in the past, in the matter of car colours. I agree with him.

I also liked the ingenious twist he gave to his argument when he said, in effect: "The 'Gay Look' of our 1956 cars will bring a bit of colour to the misery of our congested roads. I think it is true to say motorists spend more of their time on the roads—thanks to traffic jams—than in their own homes. So let 's have as much colour as we can on the roads!"

The prices of the Humber Hawk and Super Snipe went up in sympathy with the jump in the Hillman range. The Hawk saloon costs £29 more, including tax, and the Super Snipes have gone up £156.

Customers who pay £17 more for the Minx Special Saloon, equally with those who have to find an extra £35 for the Minx Estate Car, can console themselves with the thought that they now get the new 1,390-cc. overhead valve engine. In fact, the only Hillman model still using the fine old side-valve unit is the amazing little Husky Estate Car which, unfortunately, now costs £25 more.

The best news the Rootes Group had for us in their recent programme announcement—though I can tell you they have a pleasant surprise in store for you the week after next—was the "unveiling" of the new estate car version of the Humber Hawk, which I think is good value at £885, increased by purchase tax to £1,254.

This car is similar to the saloon and uses the same lively 2,267-cc. o.h.v. engine, but, in addition to offering saloon-car comfort to six people on two bench-type seats, it gives an incredible amount of luggage space, even when the back seat is in use. With the rear seat and squab folded forward, the loading capacity becomes half as much again.

If you put the rear door panel in the "platform" position, with the rear seat folded, loads up to 7 ft. long can be carried. Design of the tail gate makes loading easy and the stout timber floor has strong metal guide-runners. In the right kind of weather the wind-down rear window greatly improves the car's ventilation. In this new version of the Hawk, Rootes have provided a vehicle which is an elegant, comfortable town carriage, as well as being a tough load-carrier for country use.

A Laycock-de-Normanville overdrive unit increases the pleasure of driving this new Hawk as well as cutting fuel bills. It costs £63 15s., including tax.

In the week which has just passed the big Motor Show news has undoubtedly been made by Jaguars. Not only has Mr. William Lyons announced his handsome new 2.4-litre saloon at the attractive price of £1,269, including tax. He also took a stand against the tide of rising prices by declaring that his other models, which remain virtually unchanged, will retain their old prices (including £1,616 for the 3½-litre Mark VII "M" type saloon and £1,598 for the cheapest of the XK 140 models).

The new Jag. is a real beauty, both in appearance and performance. It in no sense replaces its bigger brother. As Mr. W. M. Heynes, Jaguars' chief engineer, said the other day, it was designed to meet an insistent demand for a smaller car of quality and high performance within a reasonable price range.

The new 6-cylinder, 100 m.p.h., four-door Jaguar is a compact car, in spite of its generous passenger and luggage accommodation. Overall length—15 ft. 0¾ ins.—is nearly 6 ins. less than the big saloon. The overall width—5 ft. 6¾ ins.—is more than 6 ins. less. And at 4 ft. 9½ ins. the new car is more than 5 ins. lower. The 2.4-litre Jag. is 8 cwt. lighter than the Mark VII, and this useful weight economy is largely due to the use of integral body frame construction. The clever use of rubberised joints should successfully exclude the road noises often noticeable in chassis-less cars.

Special thought was given to the suspension of the new car, which uses coils for its independently-sprung front wheels. The shorter bonnet and wheelbase, Mr. Heynes explains, made it impossible to use the torsion bar system employed at the front end of the Mark VII saloon. They decided to use a 6-cylinder engine, in spite of its greater weight and cost, because of the superior flexibility given by the extra two "pots." The 2.4-litre engine is based on the race-bred 3½-litre XK unit. The bore is the same but the stroke is shorter. The cylinder heads of the two engines are interchangeable, as are some other components.

Producing 112 b.h.p. at 5,750 revolutions per minute, the new engine is only 78 b.h.p. less powerful than the bigger XK unit. There is a choice of compression ratios (7 or 8 to 1) and the 2.4-litre twin-o.h.c. unit has an aluminium head and twin, down-draught carburetters.

The 1956 Rovers show little change. All three models are continued: the 4-cylinder, 2-litre "60" (now £29 7s. dearer, including tax); the 6-cylinder, 2.2-litre "75" (up £28 7s.); and the 6-cylinder, 2.6-litre "90" (which now costs £42 10s. more). The "90" is now available with a Laycock-de-Normanville overdrive unit which costs £63 15s. extra, including tax, making a total for the "90" in this version of £1,403 12s.

The famous Rover free-wheel device has been dropped from the "90," though it is still available on the other two models. The "90" has improved servo-assisted front brakes, and the performance of the three engines has been improved by stepping up the compression ratios. A choice of bench- or bucket-type front seats is offered on all three models (which look the same, externally) and a wider range of colours is catalogued.

The Land-Rover programme continues unchanged, except for the addition of a long-wheelbase station wagon on the 107-in. chassis. It is a versatile vehicle, this new four-wheel-drive ten-seater.

It can be used for personnel transport, as a freight carrier or as a safari vehicle, with sleeping accommodation for two people. The new Land-Rover costs £750, increased by tax to £1,063 12s. 6d. The price of the Land-Rover station wagon on the shorter wheelbase (86 ins.) remains unchanged at £914 17s., including tax.

THE NEW STREAMLINED M.G.A. TWO-SEATER: Developed from the Ex 182 prototypes which ran with success at Le Mans this year, it made its bow at the Frankfurt Exhibition. It has a claimed top speed of "well over 90 m.p.h." and costs £844 (including tax). This is the first M.G. open two-seater with a luggage boot.

SEEN AT THE FRANKFURT EXHIBITION: A new version of the 3-cylinder two-stroke D.K.W. which was on show at the International Automobile Exhibition. The four-door car, developed from the old model, has been boosted to 38 h.p. with a top speed of 80.6 m.p.h.

THE LATEST HUMBER SUPER SNIPE WITH A TWO-COLOUR FINISH: In this new version the o.h.v. 6-cylinder 4-litre engine has an increased compression ratio developing 130.5 b.h.p. and, it is claimed, speeds of over 90 m.p.h. A new range of two-colour finishes is available, in addition to a new range of single-colour schemes.

The new M.G.A. two-seater sports car made its bow at the Frankfurt Exhibition, which inaugurated an International Motor Show "season" that will be continued by the Paris Salon next week and further extended by our own Show at Earls Court from October 19 to 29.

Successor to the famous line of M.G. Midgets, the new M.G.A. has a wider track and a longer wheelbase. It follows the modern sports car fashion of all-enveloping, streamlined coachwork and is a good-looking car. The price is £595, or £844 with tax. The engine is a twin-carburetter version of the British Motor Corporation's 1,489-cc. "B" type 4-cylinder o.h.v. unit which powers (in more modest form) family saloons in the B.M.C. range. With a claimed top speed of "well over 90 m.p.h.," the smart new M.G.A. should make an instant appeal to motorists who like to cut a dash in an open car.

It has an impressive background. Not only were the designers able to draw on many years of experience with the Midget series. They also had the benefit of the high-speed tests carried out on an M.G.A. prototype by Captain George Eyston last year on the Utah Salt Flats in the U.S.

Captain Eyston captured many international and national class records. Then a development of that Utah prototype was prepared for the 24-hours' race at Le Mans last June. The chassis frame of the production model is substantially the same. The side members are outswept so that the driver and passenger sit between them and the propeller-shaft to give a low centre of gravity. The M.G.A.'s handsome lines were evolved after wind-tunnel tests.

If you can afford £4,669 0s. 10d. for the new "S" Series Bentley, or £4,796 10s. 1d. for its Rolls-Royce twin—the Silver Cloud—you had better go the whole hog, as they say in the Steering Wheel Club, and get Harold Radford (Coachbuilders) Limited to put on their "Countryman" adaptations. It would cost you up to £900. For this outlay, your Bentley or Rolls would be converted into a car with many of the attributes of an estate car without altering in the slightest its external appearance.

One of the things Harold Radford does to achieve this desirable result is to modify all the seats, so that the front ones will fold right back to provide a couple of beds and the rear seats fold forward, individually or together, to provide increased luggage space of shooting-brake dimensions.

In addition, Harold Radford installs all kinds of motoring luxury fitments, including a tape-recording machine, an ice-box, a wash-basin with a built-in water supply, an electric kettle that plugs into the car's lighting system, a fitted picnic case for four and a picnic table which folds into place over the rear bumper.

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AIR RESCUE ON THE MOUNTAINS

A UNIQUE RESCUE SERVICE HOLDS ITS EXERCISES IN SWITZERLAND

On left—

RESCUERS FROM THE AIR IN THE SWISS MOUNTAINS : Members of Switzerland's Air Rescue Service are seen on Mt. Zanfleuron during a recent exercise. The tents contain "injured" people who will shortly be removed to hospital by air.

Below—

SWINGING DOWN TO THE RESCUE : A member of the Air Rescue Service descends by parachute to help rescue people trapped on the ground. The many mountain peaks make this a hazardous business which requires much training and skill.

RESCUERS GATHER UP THEIR EQUIPMENT : As soon as the parachutists have landed, the transport aeroplanes immediately drop equipment, also by parachute. One of the first tasks on the ground is to gather this equipment together to form a rescue base. In the recent exercises pictured on this page it was assumed that an airliner had crash-landed and that some of the passengers and crew were injured and in urgent need of attention. The site chosen for the crash was 8,600 ft. up on Mount Zanfleuron and it would have taken foot-rescuers many hours to arrive on the scene. The Air Rescue Service were at the site in less than one hour and had dropped nineteen rescuers and one-and-a-half tons of equipment. The "injured" passengers were given first aid and made comfortable to await the light aircraft, which were soon on the scene to take them to hospital.

On right—

AMBULANCES OF THE AIR : Two of the Piper Cub light aeroplanes which were used in the rescue exercise to take injured people to hospital. Even with light planes, a landing on the Swiss mountains requires much skill, and the pilots, through long training, have become expert at the tricky landings and take-offs.

The World of Books—By VERNON FANE

A SONG TO SING-O!

The Memoirs of Winifred Lawson; Biographies of Alfred Austin, Anthony Trollope and Thomas Dover; and a Selection of Novels

THOSE who love Gilbert and Sullivan (and those who do not, need not bother) will be well rewarded by Miss Winifred Lawson's autobiography, A SONG TO SING-O! (Michael Joseph. 21s.). "It is a surprising and a refreshing pleasure," writes Sir Malcolm Sargent in a witty and succinct foreword, "to read an autobiography of a *prima donna* which reveals none of the weaknesses which would seem to be inherent in the species." Well, he should know, and the vast throng of Gilbert and Sullivan fans to whom Miss Winifred Lawson has given pleasure over the years will agree with him, although they may not find it so surprising.

For here is not only a great singer in a fine tradition, but a warm personality almost naïve in her enjoyment, not only of her art, but of life as a whole; a quality which has abundantly come across the footlights in countless performances. In most books of memoirs of this kind there is revealed a story of struggle and sometimes adversity, of hard work and of the innumerable tours in many counties. Hard work, the tours, the difficulties are all there, and Miss Lawson has endured all kinds of setbacks and frustrations attendant upon her career. Nevertheless, in her story as she writes it, one is scarcely aware of them, for out of every situation, from every place in which she finds herself, from the many people, both famous and obscure, with whom she has mixed, she seems to have extracted the maximum of happiness and felicity. She is a lovely singer—lovely in all senses of the word—and this, her story, is a lovely book.

ALFRED AUSTIN, VICTORIAN (Weidenfeld and Nicolson. 18s.), by Mr. Norton B. Crowell, is a biography, comprehensively documented and containing, for instance, no fewer than twenty-five pages of bibliography. Lampooned, execrated and derided during his lifetime which spanned three-quarters of the nineteenth century and the first decade of the twentieth, Alfred Austin was perhaps one of the most curious and controversial figures of the English literary scene in his time.

The office of Poet Laureate is one which has always seemed to attract to its holder varied criticism, often pitched in the highest tones of invective. On the death of Tennyson, Lord Salisbury, in a gesture expressing contempt for the arts as frequently demonstrated by the British aristocracy, conferred the office of Poet Laureate upon Austin, and when asked why, replied that it was "because he wanted it." Apparently he was the only one who put in for the job. He had been working for it for years—and he got it. Whether or not his lines on the dying Tennyson:

And o'er the wire this baneful message came:
He is no better, and is much the same,

turned the trick or not, we do not know. It is not even certain that he wrote them. But the fact that he might easily have written them is good enough for all concerned.

This biography is as careful and painstaking as the subject himself, and one puts down the book with more than a little sympathy for the fussy, industrious, untalented little man, and not too much for those of his contemporaries, who bestowed upon him an uneasy immortality with the kind of invective which would have landed many of them into libel actions to-day.

"There is no human bliss equal to twelve hours of work with only six hours in which to do it." That may not be everyone's opinion, but it was certainly Trollope's, who wrote those words and whose life of abnormally hard work endorsed them. In a new critical study of the man and the writer, Mr. A. O. J. Cockshut points out that in a life outwardly and, in fact, normal, this extraordinary concentration on work was Trollope's one eccentricity. His life opened and closed unhappily, in spite of the great success of his middle years and the financial improvement which allowed him to resign from his Post Office job and devote himself purely to writing and to travelling. Remembering how uncomfortable, at the best, travel was in the mid-Victorian period, it is remarkable to note that Trollope visited not only the United States and most of the countries of Europe, but also the West Indies, Ceylon, Iceland, South Africa and Australia, where he journeyed to the then primitive reaches of Western Australia and to Tasmania. ANTHONY TROLLOPE (Collins. 16s.) is both a sensible and a scholarly addition to our knowledge of the writer, and to our assessment of his work, and Mr. Cockshut is to be congratulated on it.

WILD ADVENTURE (Robert Hale. 16s.) takes the reader from the world of letters to the world of action. This is the story of some of the experiences and exploits of Mr. Howard Hill, described with some reason as the world's greatest archer, and a man who hunts wild animals, not with a gun, but with a bow and arrow, varying them from time to time with a lasso or a camera.

Mr. L. A. G. Strong has found a magnificent subject for his new biography, which is a study of the life and times of none other than Thomas Dover, M.D., a gentleman who lived from 1660 to 1742 (quite a feat in itself), and is notable for having divided his life between establishing revolutionary medical methods, quarrelling with his colleagues and sailing as a pirate-adventurer on the Spanish Main. DR. QUICKSILVER (Melrose. 21s.) is as lively a volume as its theme would indicate, and full of surprises. I recommend it to you enthusiastically.

In fiction, novels of the sea appear easily to lead in favour and, therefore, RIDE OUT THE STORM, by Roger Vercel (Heinemann. 15s.), should prove to be good value. The author, who is famous for his novels in this *genre*, and won the Prix Goncourt for his *Captain Conan* as well as an American award for *The Tides of Mont St. Michel*, is at the top of his form in this terrific story of the last great days of sail, when iron square-riggers, over-canvassed and under-manned, drove hard and fast around the globe, fighting a magnificent but losing battle against steam. There is some fine descriptive writing in this novel, which by any standards is thrilling and satisfying.

The novel in which the gracious country house on a large estate exercises an abiding influence upon the succeeding generations who live in it, is a well-tried theme in English fiction. In the case of AMBERWELL (Collins. 12s. 6d.), by Miss D. E. Stevenson, it should perhaps be called Scottish fiction, for Amberwell is on the west coast of Scotland in a fold of the hills that slope gently down to the sea, washed by the Gulf Stream, with a soft, mild climate in which many plants, rare in these islands, grow and flourish.

Mr. Gray is the head gardener, as his father has been before him; Mrs. Duff, the cook, has strong roots in the place; the tradition of the Ayrton family is that each new owner should add to its amenities, and as the years progress, Amberwell grows and flourishes, too, in beauty and dignified living. In the competent hands of Miss D. E. Stevenson, the formidable list of whose fictional works should impress any reader, the story of this house, and of the family struggling against all exigencies of modern existence to keep it going, is a good one.

There were moments, many of them, during my reading of Mr. Kingsley Amis's new novel when I laughed so much that I had to stop reading to wipe my eyes, or otherwise compose myself, and while that may not be a recommendation to everyone, it certainly is good enough for me. THAT UNCERTAIN FEELING (Gollancz. 12s. 6d.) naturally has its uneven patches and disconcerting passages when one feels that the author is either too serious or not serious enough, and in either case, not quite at ease. But, in the main, it is the greatest fun and manages to be both hilarious and sympathetic about a Welsh community without being in the slightest bit Welsh.

The thrillers of the week include one by Delano Ames, which I found as enjoyable and as ingenious as ever. The setting this time is a village in Southern Spain and the activity (occasionally murderous) is supplied by a group of English and American visitors. LANDSCAPE WITH CORPSE (Hodder and Stoughton. 10s. 6d.) is definitely one for the list, but I am not quite so sure about Margaret Millar's BEAST IN VIEW (Gollancz. 10s. 6d.), which, though extremely readable and fast-moving, is less an essay in detection than a psychological study of schizophrenia, manifested in a number of unpleasant forms.

AN OLD TITHE BARN MAY GO: Mr. F. J. Chamberlayne, of Ashleworth Court, in Gloucestershire, drives geese past his fifteenth-century tithe barn. The barn has been scheduled as an ancient monument, but necessary repairs to it are estimated at £3,600. Of this, £2,000 has been offered by the National Trust, but the remainder has still to be raised if the barn is to continue to stand.

The Illustrated Reference on **CACTI AND OTHER SUCCULENTS** (Blandford Press. 45s.) *has been written and photographed by Edgar Lamb, F.R.H.S. There is a page to each plant and the various genera are collected under the main groups.*

MOSLEMS ON THE MARCH (Robert Hale. 16s.) *is an account of People and Politics in the World of Islam by F. W. Fernau.*

In **VETERAN AND EDWARDIAN MOTOR-CARS** (Batsford. 25s.), *David Scott-Moncrieff tells the story of the development of the self-propelled vehicle from the mid-eighteenth century to 1914.*

HIERONYMUS BOSCH—THE GARDEN OF DELIGHTS (Longmans Green. 30s.), *offers magnificent coloured reproductions for a study of this most enigmatical painting.*

F. L. Lucas's latest book is **STYLE** (Cassell. 18s.), *in which much profound advice is given on what is meant by good English.*

COME SHOPPING (Faber. 7s. 6d.), *written and illustrated by Lavinia Smiley, will delight all children who enjoy playing at shops.*

On such a scale were events played out in Europe in the Second World War and so vast was the canvas, that many an episode of significance remains to be properly recorded. The rescue of the Danish Jews in October 1943 is one such episode, but it is more than that. It is the record of an achievement by a whole brave nation in the darkest days of Nazi dominance to deliver into freedom 6,000 members of a minority threatened with imminent arrest by the Gestapo. In his fine book OCTOBER '43 (Museum Press. 12s. 6d.) Aage Bertelsen, organiser of this Jewish Dunkirk, tells simply and modestly how the job was done and how the Jews were safely taken to Sweden. It was for the hard-pressed Danes a moment of exaltation amid all the degradation of occupation. Aage Bertelsen does not deny that some Danes took money for the services they rendered the escaping Jews. But for the most part this was a rescue inspired by humanitarian and religious motives. The book unfolds a gallery of unforgettable characters, both among the rescuers and the rescued. It is one of the proudest chapters in the history of a proud nation, of such a character and temper that not even the insidious evils brought in the train of an occupying power could in any measure change its nature.

Old St. Paul's on Ludgate Hill was one of the glories of medieval London. Eventually it was reduced to a ruin by the Great Fire of 1666; but from Norman times it had played a stirring part in the life of the metropolis, as indeed has its successor, Wren's noble cathedral. At a time when St. Paul's is under active discussion, with the Minister of Housing consulting many leading architects on the creation of a worthy environment for it, G. H. Cook's OLD ST. PAUL'S CATHEDRAL (Phœnix House. 42s.) is a most valuable and important document. Mr. Cook shows how through the centuries St. Paul's was an integral part of the city life.

JEWISH DUNKIRK

The Exodus from Denmark in October 1943

Perhaps here there is a strong hint to the planners of to-day that, in taking advantage of the blitz to provide the new setting, they do not in the quest for open space and grandeur divorce the cathedral from the metropolis to which it so completely belongs. One of the wonders of old and new St. Paul's has always been the unexpected vista, the unconventional approach through streets of charm and character. Let us hope this will always be so, while at the same time due regard is paid to controlling the massive buildings which, at the dictates of mammon, threaten to crowd around it.

"No one really knows what healthy Africans might be and do," the eminent and erudite Professor W. M. Macmillan has declared. There is no doubt, however, that the hopeful portents for Africa are many, and one of the most encouraging features is that after centuries of myth and isolation there is a beginning of systematic study on African problems and an exchange of information. Mr. Oden Meeker, an American who has spent a year travelling the length and breadth of the continent, emphasises these points very strongly in his REPORT ON AFRICA (Chatto and Windus. 21s.). Mr. Meeker sees both sides of the issues which are facing this continent in the grip of change, and not the least valuable part of his commentary lies in his comparison between different types of colonial development and administration. Mr. Meeker writes with shrewdness and humour, and he has a sharp eye for diverting oddities.

Ernest Jones, now compiling his massive biography of Sigmund Freud deals in Volume II (Hogarth Press. 30s.) with the YEARS OF MATURITY. In this period, 1901 to 1919, Freud, his earlier mistakes corrected and his instruments of research perfected, was exploring the unconscious mind with a new fearlessness. Dr. Jones takes the opportunity of entering into a very full description of Freud's character and personality.

A domestic circumnavigation is how Annie Van de Wiele describes her voyage round the world, for the sea is not only a place where she goes sailing with her husband, but it is their home. In THE WEST IN MY EYES (Rupert Hart-Davis. 18s.) she describes the voyage round the world in the 18-ton ketch *Omoo*. They completed the two-year trip in August 1953, having followed the usual trade wind route westward via the Panama Canal and, after cruising through the South Seas, they returned to Belgium via the Cape of Good Hope. The route of the voyage may be nothing new, but what is fresh and vivid is the author's account of day-to-day routine, of the technique of sailing, and of life in foreign ports.

To Guido Magnone, a French sportsman of Piedmontese origin and a member of the Groupe de Haute Montagne, the ascent of the terrible West Face of the Drus, above Chamonix, became a challenge, almost an obsession. He determined to conquer that "pure, terrifying and hitherto inviolate peak," and in THE WEST FACE (Museum Press. 18s.) he tells us how he did it with pitons and étriers, and a mass of artificial aids upon which some Alpinists frown exceedingly but, above all, with courage and unconquerable determination. The *West Face* may well become quite a mountaineering classic. It is certainly breathlessly exciting.

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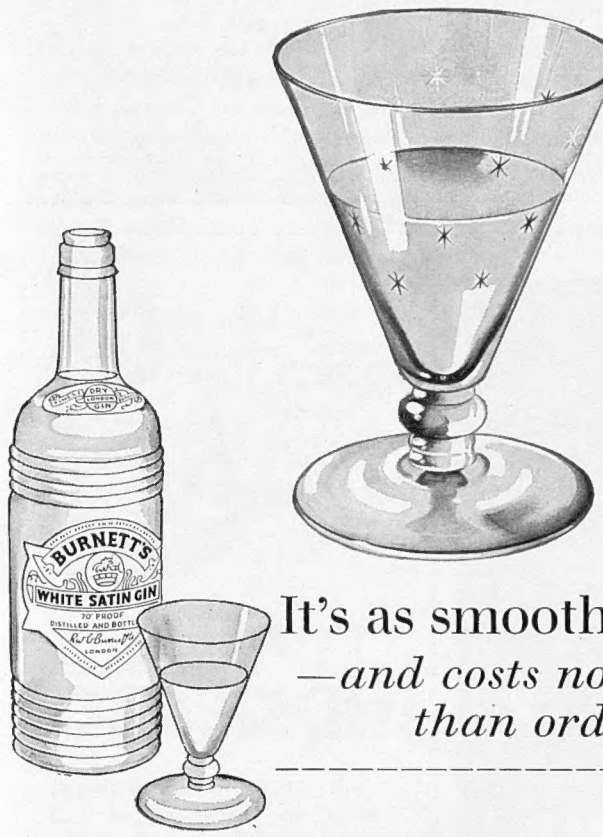

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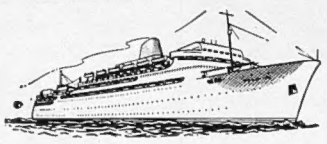

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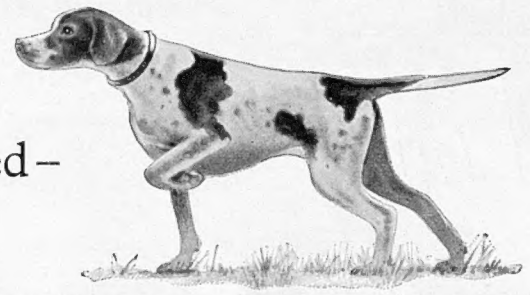

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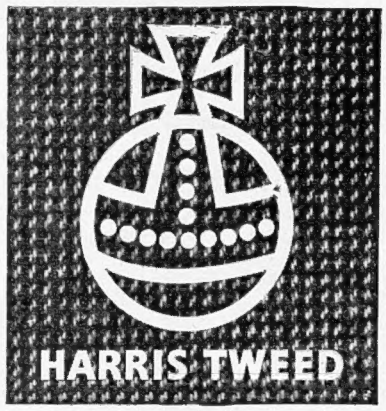

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